MADRAS.

PWD

G.O. No. 626 W., 11th May 1985

Bridges - Railway - Conversion of the Railway bridge over the Hagari river into a combined road and railway bridge - Estimate Rs. 2,10,280 sanctioned

P 72 E

Government of Madras

PUBLIC WORKS DEPARTMENT

626

G.O. No. 626 W., 11th May 1925

Bridges—Bellary—Conversion of the railway bridge over the Hagari river into a combined road and railway bridge—Estimate Rs. 2,10,250 sanctioned.

Government of Madras

PUBLIC WORKS DEPARTMENT

G.O. No. 626 W., 11th May 1925

Bridges—Bellary—Conversion of the railway bridge over the Hagari river into a combined road and railway bridge—Estimate Rs. 2,10,250 sanctioned.

READ—the following papers :—

I

From the Chief-Engineer, Madras and Southern Mahratta Railway Company (Limited), dated 4th December 1922, No. 5108-M.

From the Superintending Engineer, Madras Circle, dated 16th July 1923, No. 1052-M

II

Letter from M.R.Ry. Rao Bahadur M. GOPALASWAMI MUDALIYAR Avargal, B.A., B.L., President, District Board, Bellary, to the Secretary to Government, Local Self-Government Department (through the Collector of Bellary), dated the 26th August 1923, C.R. No. 1191.

With reference to G.O. Mis. No. 1639, L. & M., dated 21st July 1923, I have the honour to state that the District Board considers that this is an opportunity of which we ought to take due advantage in order that the imperative necessity for a bridge across the Hagari river may be satisfied as the railway authorities are strengthening the old bridge. The Board's resolution is enclosed.

2. As explained already in my letter C.R. No. 1191, dated 16th June 1923, the construction of the proposed bridge should be termed a semi-national service which is to be undertaken by Government themselves. It is beyond the capacity of this District Board to finance it.

3. I may invite your kind attention to the concluding portion of the general remarks in the Local Fund administration report of this district with regard to the general utility of a bridge across the Hagari which is a very important request pressed from time to time in the addresses presented by this District Board to successive Governors who have visited this district. His Excellency the Governor now in office will, I am sure, bear testimony to the need for the bridge now under reference, with reference to the personal experience during the last visit on 8th August 1923.

4. In the above circumstances I request the favour of a kind reconsideration of the decision of Government, in order that a beginning might be made before the close of the current year with a small allotment to be supplemented by a grant in the coming and subsequent years by provision in the revised estimate for 1923–24 and budget estimate for 1924–25 onwards.

5. His Excellency the Governor was pleased to say that he would speak to the Honourable Member in charge about the widening of this bridge at this juncture. The railway authorities can wait for the payment of the required sum in the coming years when provision can be made in the budgets.

ENCLOSURE

Proceedings of the District Board, Bellary, dated 9th August 1923.

Read District Board Resolution No. 17, dated 5th June 1923, requesting the Government to the cost of constructing a bridge across the Hagari river by the side of the existing railway bridge.

2. Reply G.O. Mis. No. 1639, L. & M., dated 21st July 1923, informing that the Government cannot at present provide funds for the purpose.

Resolution No. 48.—The Board urges the imperative necessity of widening the railway bridge just at this juncture when the railway authorities are strengthening the old bridge and requests the Government to make the grant for the purpose.

No. 626 W., 11TH MAY 1925

N. Dis. C. No. 4081/23, *dated* 30*th August* 1923.

Forwarded.

2. I have always supported this request.

A. C. DUFF,
Collector of Bellary.

III

From the Chief Engineer, Madras and Southern Mahratta Railway, dated 12th July 1923, No. W. 5108-M.

IV

Letter from P. L. MOORE, Esq., C.I.E. I.C.S., Acting Secretary to Government, Local Self-Government Department, to the Chief Engineer, Madras and Southern Mahratta Railway Company (Limited), dated the 26th September 1923, No. 22895-1, L. & M.

[SUBJECT.—Combined railway and road bridge over the Hagari river, Bellary.]

With reference to the correspondence ending with letter No. W., 5108 dated 9th February 1923, to the Chief Engineer, Public Works Department, I am directed to state that the Government accept the proposal to convert the existing railway bridge over the Hagari river at a cost estimated at between 1 and 1½ lakhs into a combined road and railway bridge and to meet the cost of the conversion from Provincial funds. I am to inquire when the work is likely to be commenced, how long it will take to complete it and the approximate amount that will have to be provided from Provincial funds each year.

2. I am also to request that plans and estimates for the work may kindly be forwarded to Government for approval before the work is started.

V

Letter from the Chief Engineer, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated the 30th November 1923, No. W. 5108.

[SUBJECT.—Road bridge over the Hagari river.]

With reference to your letter quoted above, I have the honour to inform you that an estimate for constructing a road bridge over the Hagari river has been prepared and the cost of the work now comes to Rs. 2,04,683 and shall be obliged if you will kindly address the Agent in the matter if you require the work to be carried out.

VI

Letter No. 29172-1, L. & M., dated 7th December 1923.

[SUBJECT.—Combined road and railway bridge over the Hagari river, Bellary district.]

I am to invite your attention to the correspondence ending with the letter of the Chief Engineer, Madras and Southern Mahratta Railway, No. W. 5108, dated 30th November 1923, regarding the construction of a road bridge over the Hagari river. The Chief Engineer states that an estimate amounting to Rs. 2,04,683 has been prepared for the work.

I am to request you to be so good as to send the plans and estimates for the work for the approval of the Government and to inquire how soon after the estimate is approved by the Government the work will be commenced, how long it will take to complete it and what amount will be required for expenditure in the current year and in 1924-25.

P. L. MOORE,
Acting Secretary to Government.

To the Agent, Madras and Southern Mahratta Railway, Madras.

VII

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated Madras, the 2nd January 1924, No. W. 322-I.

[SUBJECT.—Combined road and railway bridge over the Hagari river, Bellary district.]

With reference to your letter No. 29172-1, L. & M., of the 7th December 1923, I have the honour to inform you that plans and estimates for the above work have been called for and will be forwarded shortly.

2. It is understood that Government will pay for the girder work, road and approaches, the value of piers and foundation remaining as a debit to the railway account.

3. The maintenance of piers and river conservancy which may be necessary to protect the bridge will be carried out by the railway at their own expense. As regards the maintenance of the road, girders, the roadway and approaches, it is proposed that this should be carried out by the railway at Government expense.

4. The anticipated expenditure on petty repairs would be intimated to Government annually at the time of preparation of the railway budget and adjustment of the cost of petty repairs within this total would be made monthly as the work is executed. For heavy repairs whenever these become necessary, estimates would be submitted to Government.

5. The railway girders which are put in now will last for many years, but in event of its becoming necessary to change or alter the position of the girders such as for a doubling of the railway line, the railway would wish to reserve to themselves the right of closing the bridge in consultation with the local authorities during the progress of such work.

6. If these terms are acceptable, they will be communicated to my Board and to Railway Board for acceptance.

VIII

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated Madras, the 24th January 1924, No. W. 322-II.

[SUBJECT.—Combined road and railway bridge over the Hagari river, Bellary district.]

In continuation of paragraph 1 of this office No. W. 322-I. of the 2nd January 1924, I have the honour to forward herewith plan No. B.E. 126-M.G. and an estimate amounting to Rs. 2,04,683 for the road over the bridge at Hagari, chargeable to the deposit account of the Government of Madras, and shall be glad if you will kindly communicate your approval to the proposals made in my letter under reference.

IX

Letter from the Chief Engineer, Madras and Southern Mahratta Railway Company (Limited), to the Chief Engineer, Public Works Department (General, Buildings and Roads), dated Madras, the 15th/19th March 1924, No. W. 5108-M.

[SUBJECT.—Proposed road bridge over Hagari river near Bellary.]

I beg to forward fresh proposals for above on the lines discussed with my Bridge Engineer on 4th instant.

2. We propose to hand over the old girders to you as they stand, except that the sleepers and rails will be removed and the girders slewed into the position you require them at a cost of Rs. 100 per ton including cost of slewing. Further that you convert the old girders for use as a road bridge yourselves and at your own cost.

3. I enclose a revised plan No. B.E. 126-M.G. Revised, also a revised estimate. The estimate is divided into three parts—

(*b*) The cost of the old girders as handed over to you slewed into position.

(*c*) The cost of certain alterations to the abutments consequent on the road bridge being built. This work will be done by the railway and the cost, estimated at Rs. 6,024 including supervision charges, debited to you.

(*a*) The estimated cost of converting the old girders for use as a road bridge. As the work is to be done by you, we accept no responsibility for this estimate.

4. You will note that the old cross joists and hand railings have been left in position as they are at present. This brings the roadway more over one girder than over the other, which of course means a reduced permissible live load. It is for you to decide whether the cost of moving the joists and centralising the roadway will compensate for the expense involved. The joists are at present riveted through the upper flanges of the girders.

5. This offer on our part is made with the following two conditions :—

(*a*) That the Railway Board agree to the proposal. It has been sent to them.

(*b*) That a suitable undertaking be given by the Public Works Department that if at any time the Railway Company require the road bridge for railway purposes, the Railway Company shall be allowed to resume possession of the road bridge and any land made over to Government, repurchasing the girders at a fair valuation and the road bridge will cease to exist thereafter.

X

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Public Works Department (General, Buildings and Roads), dated Madras, the 3rd April 1924, No. W. 322-II.

[SUBJECT.—Regarding Hagari bridge.]

Adverting to your No. 614-Wks. A./24-1, dated the 13th March 1924, I have the honour to refer you to my Chief Engineer's letter No. 5103-54 of 15th/19th March 1924 with which a modified plan showing the proposals agreed to with the Bridge Engineer of this railway was forwarded to you.

The approval of the Railway Board to the terms specified in my No. W. 322-I. of 2nd January 1924 was applied for and I enclose a copy of their reply No. 1336 W. of 27th March 1924. It will be seen that the Railway Board agree to the sale of girders and to their being converted for road use on the railway piers and to the Public Works Department constructing the road approaches.

The Railway Board require that the Madras Government take the risk of any failure of the piers and further in the event of the doubling of the railway track the Public Works Department shall remove the roadway and restore the railway land to its present condition without compensation to the railway who will not take over the girders.

I beg to inquire if the Madras Government are prepared to accept these revised terms.

ENCLOSURE

Letter from the Secretary, Railway Board, Delhi, to the Agent, Madras and Southern Mahratta Railway, Madras, dated the 27th March 1924, No. 1336 W.

[SUBJECT.—Combined road and railway bridge over Hagari river.]

With reference to your letter No. W. 322-II, dated 11th March 1924, I am directed to say that the Board agree to the old weak girders being sold to the Madras Government, Public Works Department, and to permission being granted to erect them on the railway piers, the Madras Government taking all risks in case of failure of the piers, and to finish their roadway with necessary approaches at the ends. In the case, however, of the railway requiring to double the railway tracks, the Public Works Departments must remove their roadway and girders and restore railway land to its present condition without any obstruction and without any compensation from the railway, who will not take over the girders or any other part of the roadway.

Subject to the foregoing conditions being agreed to by the Madras Government, the Board approve of your proposal for the construction of a combined road and railway bridge.

XI

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), dated 1st May 1924, No. W. 322-II.

XII

Letter from P. L. MOORE, Esq., C.I.E., I.C.S., Secretary to Government, Local Self-Government Department, to the Agent, Madras and Southern Mahratta Railway Company (Limited) dated Fort St. George, the 7th June 1924, No. 14420-2, L. & M.

[SUBJECT.—Combined road and railway bridge over the Hagari river.]

I am directed to refer you to the correspondence ending with your letter No. W. 322-II, dated 3rd April 1924, to the Secretary to the Government in the Public Works Department.

2. In their letter No. 1336 W., dated 27th March 1924, the Railway Board state that in case of the railway administration requiring to double the railway tracks this Government must remove the roadway and girders and restore railway land to its present condition without any obstruction and without any compensation from the railway. This Government consider that they should be allowed the enjoyment of the road bridge undisturbed for a period of at least ten years. Subject to this condition this Government agree to the revised terms mentioned in the Railway Board's letter No. 1336 W., dated 27th March 1924.

3. I am to inquire whether the conditions as to maintenance mentioned in paragraphs 3 and 4 of your letter No. W. 322-I., dated 2nd January 1924, still hold good. As the railway would be constantly watching their portion of the bridge, this Government consider that it would be convenient if the railway would undertake the maintenance of the roadway, girders and approaches at the cost of this Government.

XIII

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated Madras, the 19th July 1924, No. W. 322-II.

[SUBJECT.—Combined road and railway bridge over the Hagari river.]

With reference to your letter No. 14420-2, L. & M., of the 5th/7th June 1924, I have the honour to inform you that this administration agrees to the stipulation that the Government of Madras be allowed the undisturbed use of the road bridge for a period of at least ten years.

2. This railway is also prepared to undertake the maintenance of the piers, the roadway, girders and approaches at the cost of the Madras Government.

XIV

Letter from M.R.Ry. Diwan Bahadur R. N. AROGYASWAMI MUDALIYAR Avargal, B.A., B.C.E., Superintending Engineer, Madras Circle, to the Chief Engineer, Public Works Department, dated Madras, the 6th March 1925, No. W. 484.

[SUBJECT.—Road bridge, Hagari.]

[Reference—Your No 1032-Wks. A/24-6, dated 21st August 1924.]

Adverting to your number quoted above, forwarding an abstract estimate for Rs. 1,71,000, I have the honour to forward herewith a fresh estimate amounting to Rs. 1,83,000 together with a detail estimate as desired in paragraph 2 of the memorandum forwarded with your No. 6995-C, dated 4th October 1923.

2. The Executive Engineer has reported that a sum of Rs. 1,50,000 is required for this work for the ensuing official year. The estimate may be technically sanctioned by you and the Chief Engineer, Madras and Southern Mahratta Railway, advised to intimate the Executive Engineer, Bellary, about the handing over of the girders and other iron materials.

XV

Letter from M.R.Ry. Diwan Bahadur R. N. AROGYASWAMI MUDALIYAR Avargal, B.A., B.C.E., Superintending Engineer, Madras Circle, to the Chief Engineer, Public Works Department, dated Madras, the 6th March 1925, No. 4<9-G.

[SUBJECT.—Approach road to the Hagari road bridge at Bellary—Estimate Rs. 33,900.]

[Reference—Your No. 1032-Wks. A/24-14, dated 28th October 1924.]

Adverting to your number cited above, I have the honour to forward herewith an estimate amounting to Rs. 33,900 for forming an approach road to the Hagari bridge on the left margin of the river and to state that the report accompanying the estimate explains clearly the alignment of the proposed approach road along O N L F D E—vide plan tracing B. No. 522/24. In this connexion I have to mention that the proposed road has to cross the Budehal vanka which has a catchment area of about 70 square miles at the site and also an irrigation channel called the Chaganur spring channel with an ayacut of 160 acres, which starts at the left bank of the Hagari river and runs parallel to it, crossing the railway nearly a mile lower down. The alignment originally suggested was along H G L D and this was given up

as it necessitated the construction of costly cross masonry works across the vanka and spring channel; the alignment now proposed was settled after my inspection and is cheaper and appears to be the best.

2. Detail calculations for the discharge from the catchment of the vanka and also over the dam are not furnished as the road dam is practically a level crossing; neither the bed nor the banks have been interfered with, and hence the flood levels are not likely to be affected in any way from what they were. The bed is on an average at 38·80 and the crest level of the dam is proposed to be kept at 39·00 with four sand vents 3′ × 3′ each; there will therefore be practically no heading up in front of the dam. The observed M.F.Ls. at the site above and below the dam are also furnished in the level sheets.

3. The plan No. 558-E./24 shows the design of the culvert across the irrigation channel. The same width of ventway is allowed as that for the railway culvert. The channel has a head sluice at top with a ventway of 5′ × 4′ and sill at 28·63 though the Tank Restoration Scheme memoir gives the size of vent as 4′ × 2′ it has further no spring vent. In the proposed culvert the sill is placed at 28·50 its distance from the head sluice being 400 ft.; the railway culvert is situated another 170 ft. lower down and has no sill. In the Tank Restoration Scheme proposals the channel has been designed for a bed width of 6 ft. SS. 1 : 1 fall 1 ft. per mile and a depth of 1·25 ft. The design may be approved as the ventway is quite ample to pass the calculated discharge of 7 cusecs without any appreciable afflux.

4. I request that the estimate may be sanctioned at an early date as the Executive Engineer appears to have already called for tenders for the road dam and culvert and proposes to start the works at once. The land plan and schedule received from the Executive Engineer is being returned to him with further remarks.

XVI

Note by the Chief Engineer, Public Works Department, No. 1032-Wks. A/24-19, dated 28th April 1925.

The proposal to convert the existing railway bridge over the Hagari river Bellary district, into a combined road and railway bridge utilizing the existing railway materials available from the Hagari railway bridge for the road bridge was accepted by Government in their Order No. 22895-1, L. & M., dated 26th September 1923. The Superintending Engineer, Madras Circle, submits for sanction a detailed estimate amounting to Rs. 1,83,000 in lieu of the approximate estimate amounting to Rs. 1,71,000 for the road bridge prepared by the Chief Engineer from the data furnished by the Railway Chief Engineer.

2. The work of renewing the railway bridge across the Hagari river is said to be under execution by the Railway Department and as the portion relating to the road bridge will be taken up by the Public Works Department for execution shortly, an approach road from the trunk road to the proposed bridge was considered urgent and the Superintending Engineer, Madras Circle, was requested in Memorandum No. 1032-Wks. A/24-14, dated 28th October 1924, to submit the detailed estimate for the work without delay. Accordingly the Superintending Engineer has also submitted for sanction plans and an estimate amounting to Rs. 33,900 for forming an approach road from the trunk road to the Hagari bridge along the line O N L F D E as shown in plan B. No. 522 of 1924.

The two estimates have been scrutinized by the Chief Engineer and the points requiring remarks are dealt with below:—

Road bridge.—The excess of Rs. 12,000 over the approximate estimate prepared by the Chief Engineer is chiefly due to the provision made the Superintending Engineer's detailed estimate for 210 tons of trough plates as against 178 tons originally provided. The Superintending Engineer in calculating the weight of trough plate has allowed for overlapping. The weight given per square foot of trough plate, viz., 13·95 lb., is calculated only on the covered area and provision for lap joints has therefore been omitted as unnecessary.

The bridge should have asphalte road surface as this will save maintenance charge to a large extent.

The Superintending Engineer should see if he can reduce the cost of Rupees 17-12-0 for 100 c.ft. of metalling by obtaining metal from some nearer hills from which there is a cart-track to site of road bridge.

Approach road.—The abutments and wings of the culvert across the irrigation channel may be built of coarse rubble in ordinary mortar above sill level instead of in surki mortar.

The thickness of wing walls at top and at bottom should be increased from 1'-10" and 2'-3" to 2'-0" and 3'-9" respectively as shown in drawing B. No. 558-E/24.

The top level of the parapet walls has been shown in cross section of wing as 42·25, whereas in section A B it is shown as 41·00. This should be looked into by the Superintending Engineer.

3. With the foregoing remarks the estimates for the road bridge and the approach road as altered by the Chief Engineer amounting to Rs. 1,76,050 and Rs. 34,200 respectively are recommended for sanction.

M. R. KHAREGAT,
Chief Engineer, P.W.D.
(*General, Buildings and Roads*).

Order—No. 626 W., dated 11th May 1925.

The estimates, as altered, aggregating Rs. 2,10,250 * for the conversion of the railway bridge over the Hagari river into a combined road and railway bridge and for the construction of an approach road to the bridge are sanctioned, subject to the remarks of the Chief Engineer in his note read above.

		Rs.
* Road bridge		1,76,050
Approach road		34,200
Total ...		2,10,250

2. This sanction is registered as Provincial No. 11-W. of 1925-26 and classified as Communications—Original Works.

3. The Government agree to the terms of the Madras and Southern Mahratta Railway Company in connexion with the construction of the combined road and railway bridge and in regard to the maintenance of the roadway, girders and approaches, mentioned in the Agent's letter No. W. 322-II, dated 3rd April 1924, as modified by his letter No. W. 322-II, dated 19th July 1924, and in paragraph 4 of his letter No. W. 322-I, dated 2nd January 1924. The attention of the Agent is invited to paragraph 3 of his letter No. W. 322-I, dated 2nd January 1924, and he is requested to agree to the cost of the maintenance of the piers being borne by the Railway Administration. He is also requested to arrange for the handing over of the girders and other iron materials to the Executive Engineer, Bellary division.

4. The Superintending Engineer, Madras Circle, will submit in due course, in consultation with the Collector, Bellary district, proposals for the working of the bridge and the levy of tolls.

(By order of the Government, Ministry of Public Works)

M. R. KHAREGAT,
Offg. Secy. to Govt., P.W.D.
(*General, Buildings and Roads*).

To the Superintending Engineer, Madras Circle, with plans and estimates.
" Accountant-General, Madras (through the Finance Department).
" Local Self-Government Department.
" Finance Department.
" Agent, Madras and Southern Mahratta Railway.

PUBLIC WORKS DEPARTMENT.

NOTES CONNECTED WITH G.O. No. 626 W., DATED 11TH MAY 1925.

[SUBJECT.—*Hagari bridge.*]

From the Chief Engineer, Madras and Southern Mahratta Railway, No. 5108-*W., dated 4th December* 1922.

Submitted for orders.

M.B.—8-12-22.

Forward copy of the Railway Chief Engineer's letter to Superintending Engineer, III Circle, for remarks. Suggestions for financing the scheme might be offered by the Superintending Engineer.

C. T. MULLINGS—9-12-22.

Draft submitted.

M.B.—9-12-22. C.T.M.—9-12-22.

[Issued as Memorandum No. 2492-Wk./A.-1, dated 11th December 1922.]

From the Superintending Engineer, III Circle, No. 8874, *dated 11th/14th December* 1922.

From the Chief Engineer, Madras and Southern Mahratta Railway, No. 5108-*W., dated 9th February* 1923.

Submitted.

2. No reply to the memorandum on page 2 of current file has yet been received from the Superintending Engineer, III Circle. A copy of the Chief Engineer's present letter may be forwarded to the Superintending Engineer, III Circle, and he may be requested to reply to Memorandum No. 2492-Wks./A-1, dated 11th December 1922, at an early date and send a copy of the reply to the Chief Engineer Madras and Southern Mahratta Railway, direct. Draft submitted.

T.P.S.—15-2-23.

We might also address Local Self-Government as soon as we know what the extra cost would be if the bridge is regirdered to carry a road. The bridge has to have stronger girders in any case to take the latest rolling stock and the cheapest satisfactory road crossing could be made by sharing the cost of girders with the Railway.

C.T.M.—18-2-23.

[Memorandum No. 2492-Wks./A-2, dated 19th February 1923.]

From the Superintending Engineer, III Circle, No 1580, *dated 26th February* 1923.

A The Superintending Engineer, III Circle, replies that the District Board and the Collector have been consulted in the matter and that their replies are awaited. The Chief Engineer, Madras and Southern Mahratta Railway, may therefore be informed as in the draft letter.

2. After issue of the letter, the file may be sent to Local Self-Government Department for perusal and return.

J.R.—3-3-23. C.T.M.—3-3-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

Please see the notes of the Public Works Department at **A** supra. The reply of the District Board on the proposal has not yet been received and it is presumed that the file will be sent again after the receipt of the reply. The file may be perused and returned to Public Works Department.

L. T. MACIVER—9-3-23.

PUBLIC WORKS DEPARTMENT.

From the Superintending Engineer, Madras Circle, No. 1052-W., dated 16th July 1923.

Submitted.

2. In the circumstances stated in the Collector's endorsement on page 20 of current file the necessity for the bridge in question is apparent. The Superintending Engineer considers that the whole cost of the scheme may be borne from provincial funds for the reason that the bridge is on the Madras-Bombay trunk road. The District Board have also applied for a full grant for the proposed bridge and the Collector has strongly supported the application. The file may be forwarded to the Local Self-Government Department for consideration along with the Board's application for grant.

J.R.—23-7-23. P. RANGANAYAKULU—24-7-23.

M. R. KHAREGAT—1-8-23.

It is true that Government have decided to give grants for bridges on trunk roads only within the 100—mile limit of Madras, but this is a very special case as the Railway Company are remodelling the bridge now, and if this opportunity is lost a new bridge would cost three or four times as much and may never be constructed, and the Bellary district may be left cut off from the Presidency by the river Hagari as it is at present. It will be seen from the file that the Railway Company are pressing for a reply so that their designs may be completed.

M.R.K.—1-8-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The president already applied for a grant for this bridge and was informed that Government cannot at present provide funds for the purpose (vide G.O. No. 1639, dated 21st July 1923), and the notes on pages 8 and 9 of the Government Order. In view of the Public Works Department Secretary's note above the question of the possibility of providing funds for the bridge seems to require reconsideration. It is not possible in any case to provide any amount in the current year. Finance Department may be consulted as to whether a grant can be promised for next year. The bridge being on a *trunk* road the cost is payable entirely from provincial funds.

B

K.R.—12-8-23.

The cost of the work is roughly Rs. 1¾ lakhs. The circumstances seem to be special as pointed out by the Chief Engineer above. Attention is also solicited to the Collector's remarks on page 20 of current file.

Finance may be consulted as at **B** above.

T. K. ARUNACHALA AYYAR—13-8-23.

Yes, I think this should certainly be done. Money may be provided in the budget for 1924-25.

A. J. CURGENVEN—14-8-23.

FINANCE DEPARTMENT.

Please see:—

(1) Local Self-Government notes on pages 8-9 of G.O. No. 1639, L. & M., dated 21st July 1923,

(2) correspondence on pages 16-21 of current file, and

(3) Chief Engineer's note above.

2. The cost of the proposed bridge including the cost of a diversion road is estimated at 1·75 lakhs—vide Superintending Engineer's note on page 3 of G.O. No. 1639, L. & M., dated 21st July 1923. It seems doubtful whether, in view of the present financial stringency, it will be possible to finance the scheme

next year. This department need not, however, object to the proposal being placed before the Finance Committee as a Part II scheme for 1924-25—vide Local Self-Government Secretary's note above.

V.G.—27-8-23. J. M. HOOPER—27-8-23.

K | It is of prime necessity to connect Bellary up by a bridge. We cannot however meet the expenditure from revenues. We should meet it out of a loan. There will be no difficulty in securing a loan for the purpose from the Government of India.

2. I presume that the railway require an early answer. If so, endeavour should be made to place this before the Finance Committee on 1st September.

3. A note may be prepared urgently and the file circulated to C-1.

4. The file has come in an ordinary pad. The time may be corrected.

R. W. DAVIES—28—8—23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

Prepare a note at once.

T. K. ARCNACHALA AYYAR—28-8-23.

A note is put up. It may be sent to Finance for adding their portion to the notes.

K.R.—28-8-23.

Please recopy pages 3 and 4 as revised by me.

T.K.A.—28-8-23.

Pages 4 and 5 of the note recopied and submitted.

K.R.—29-8-23. T.K.A.—29-8-23.

P. L. MOORE—29-8-23.

FINANCE DEPARTMENT.

Please see Secretary's note above. It is presumed that no funds will be required in the current year. The following may be added to the note for the Finance Committee prepared by the Local Self-Government:—

"The necessity for the proposed bridge may be accepted. The expenditure may be met out of loan money, and provision will be included in the statement of loan requirements for 1924-25."

2. The Local Self-Government Department may be requested to furnish 16 copies of the note urgently after it is approved by C-1.

V.G.—30-8-23. J.M.H.—30-8-23.

R.W.D.—30-8-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

Note for the Finance Committee.

The Bellary district with the exception of Adoni and Alur taluks is cut off from the rest of the Presidency by the river Hagari. The only means of crossing the river in times of flood is the Madras and Southern Mahratta Railway bridge at Hagari station. The river has a wide sandy bed near Bellary which is difficult even for ordinary country carts to cross; when the state of the river permits of crossing, special arrangements have to be made for light vehicles or motor traffic.

2. A road bridge across the river would be prohibitive in cost at present. The Chief Engineer of the Madras and Southern Mahratta Railway Company who was consulted as to whether the railway bridge might be utilized as a combined road and railway bridge replies that the proposal is not feasible at present as the girders are not strong enough to take the combined loads, but that the question of regirdering the bridge so as to bring it up to such strength as will enable the Company's heavier engines to run over it is under consideration, and that the present girders could then be used for the road bridge. He states that arrangements could be made to slew the existing girders to one side of the piers to be converted into a road bridge and erect the new girders for the railway bridge at the other end of the piers. He estimates the cost of a road bridge composed of the existing bridge girders with suitable roadway and fencing at from Rs. 1 to Rs. 1·50 lakhs. Taking the higher figure and allowing for a diversion road on the west side of the river the total cost is put down by the Superintending Engineer of the Public Works Department at Rs. 1·75 lakhs. On the other hand a causeway across the river is estimated to cost from Rs. 1 to Rs. 1·25 lakhs. The road bridge can be used throughout the year except when it is closed for railway traffic for a short time every day, while the causeway can be used roughly for only nine or ten months in the year. The Chief Engineer of the Railway Company is pressing for an early reply as to whether the arrangement proposed by him will be accepted, as estimates for rebuilding the bridge for railway purposes are under preparation and if a road bridge is to be built it must be allowed for in the estimates.

4. The bridge in question being situated on the Madras-Bombay trunk road the cost is payable from provincial funds. The district board is unable to bear any portion of the cost. The Collector has strongly recommended the acceptance of the proposal. The Government proposed to take up first the problem of bridges on the trunk roads within 100 miles of Madras. This policy has however not been approved by the Road Board. The bridge in question is *not* within the 100 mile-limit but the Chief Engineer to Government considers that this is a very special case as the Railway Company is remodelling the bridge now, and he fears that if this opportunity is lost a new bridge, which would cost three or four times as much, may never be constructed and the Bellary district would be left cut off, as at present, from the rest of the Presidency by the river Hagari.

5. The matter is placed before the Finance Committee for approval of the proposal to bear the cost of the conversion of the railway bridge into a combined road and railway bridge.

P. L. MOORE—29-8-23.

FINANCE DEPARTMENT.

The necessity for the proposed bridge may be accepted. The expenditure may be met out of loan money, and provision will be included in the statement of loan requirements for 1924-25.

R. W. DAVIES—30-8-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The Finance Committee meets to-morrow. The file may be circulated to M-1 and C-1, in a special case.

T. K. ARUNACHALA AYYAR—31-8-23.

P.L.M.—31-8-23.

P. R[AMARAYANINGAR]—31-8-23.

C. G. T[ODHUNTER]—31-8-23.

FINANCE DEPARTMENT.

The matter was placed before the Finance Committee at their fourth meeting on 1st September.

A copy of the proceedings of the Committee is entered below :—

(5) *Bridge over the Hagari river.*—The proposal to construct a joint road and railway bridge was recommended for acceptance. The cost of the bridge should be met by a loan which may, if necessary, be found during the current year.

R. W. DAVIES—4-9-23.

A letter from the President, District Board, Bellary, on the subject, since received has been added to the current file—pages 22 to 24.

2. The Chief Engineer of the Madras and Southern Mahratta Railway may now be informed that the Government agree to the suggestion in paragraph 2 of his letter dated 4th December 1922. He may also be requested to furnish information as to the number of years over which the expenditure will be spread and what amount if any will be required in the current year. A draft letter is submitted. It may be sent to Finance and Public Works Department for acceptance.

K.R.—6-9-23. T. K. ARUNACHALA AYYAR—6-9-23.

Will Public Works Department please say whether any addition to the draft is required, e.g., with regard to acceptance of estimate.

P. L. MOORE—6-9-23.

PUBLIC WORKS DEPARTMENT.

Please see Local Self Government Secretary's note on the previous page. The following may perhaps be added to the paragraph. "I am also to request that plans and estimates for the work may kindly be forwarded to Government for approval before the work is started." With these remarks the file may be passed on to Finance Department.

T.P.S.—12-9-23. P. RANGANAYAKALU—13-9-23.

M. R. KHAREGAT—13-9-23.

FINANCE DEPARTMENT.

Please see Finance note on page 3 and proceedings of the Finance Committee on page 4 ante. The draft as amplified by Public Works Department may be accepted.

T.K.S.—23-9—23. J. M. HOOPER—24-9-23.

R.W.D.—24-9-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The draft as altered may issue.

T.K.A.—25-9-23.

P.L.M.—26-9-23.

[Letter No. 22895-1, L. & M., dated 26th September 1923.]

From the Chief Engineer, Madras and Southern Mahratta Railway, No. W. 5108, *dated 30th November* 1923.

The cost of constructing a road bridge over Hagari bridge is now estimated by the Chief Engineer, Madras and Southern Mahratta Railway, at Rs. 2,04,683. A provision of Rs. 1,50,000 has been included for the purpose in the Local Self-Government budget for 1924-25.

2. In this department letter No. 22895-1, L. & M., dated 26th September 1923, the Chief Engineer, Madras and Southern Mahratta Railway, was asked to say when the work is likely to be commenced, how long will it take to complete it and the approximate amounts that will have to be provided each year by Government. The Chief Engineer has not replied to these points, but wants that the Agent should be addressed. A draft letter to the Agent is put up for approval. The file may be sent to Public Works Department and Finance for perusal after issue.

He was also asked to send the plans and estimates to Government for approval.

T.K.A.—6-12-23.

K.R.—5-12-23. T. K. ARUNACHALA AYYAR—6-12-23.

P. L. MOORE—7-12-23

PUBLIC WORKS DEPARTMENT.

The present stage of the proposal is given above. The file may be perused and passed on to Finance.

T.P.S.—18-12-23. P. RANGANAYAKULU—18-12-23.

FINANCE DEPARTMENT.

May be perused and returned to Local Self-Government.

T.K.—21-12-23. T. A. SRINIVASARAGHAVA AYYANGAR—24-12-23.

It is proposed to ask for a provision of Rs. 1·50 lakhs in Part II scheme for 1924-25 for this bridge.

J. M. HOOPER—25-12-23.

R. W. DAVIES—30-12-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

From the Agent, Madras and Southern Maharatta Railway, No. W. 322 I., dated 2nd January 1924.

Public Works Department may be requested to advise as to whether the terms contained in the Agent's letter may be accepted.

K.R.—3-1-24. T.K.A.—3-1-24.

P.L.M—4-1-24.

PUBLIC WORKS DEPARTMENT.

Submitted.

2. The terms proposed by the Agent, Madras and Southern Mahratta Railway will be found on pages 36-37, current file. As however the matter seems to be one for consideration by the district board, who will have to be responsible for the proper maintenance of the road, it may be suggested to Local Self-Government Department that the district board should be consulted in the matter.

3. It is presumed that the ownership of the combined bridge will vest in the Railway Company and that the Government (or the district board) will only secure the use of the road bridge by the public.

Yes.

M.R.K.—21-1-24.

4. The conditions proposed are—

(1) "that Government will pay for the girder work, road and approaches." This is presumably meant only as a basis for fixing the contribution payable by Government towards the initial cost of the combined work.

By 'girder work' should be understood girder work for the road and not for railway as well.

M.R.K.—21-1-24.

(2) " The maintenance of piers and river conservancy which may be necessary to protect the bridge will be carried out by the Railway at their own expense."

R This may be agreed to subject to the concurrence of Irrigation (as to the agency for carrying out river conservancy in this case).

(3) " The maintenance of the road, girders, the roadway and approaches, to be carried out by the Railway ' at Government expense'." Whether this annual charge is met by the district board from its own resources or from an annual grant from Government for the purpose, the annual maintenance estimates must be approved by the paying party before the expenditure is incurred. Local Self-Government may be advised to stipulate that the annual maintenance estimates should be approved by the district board. This will also enable the district board (or Government) to know the provision to be entered in the annual budget. Perhaps for ' at Government expense ' ' at the expense of the district board ' may be substituted.

(4) " The anticipated expenditure on petty repairs would be intimated to Government annually at the time of preparation of the Railway budget and adjustment of the cost of petty repairs within this total would be made monthly as the work is executed."

The district board may be advised to agree to this. For ' Government ' ' the district board ' may be substituted.

(5) " For heavy repairs, whenever these become necessary, estimates would be submitted to Government."

For ' Government ', ' the district board ' may be substituted.

(6) In the event of its becoming necessary to change or alter the position of the girders, the Railway Company to have the right of closing the bridge in consultation with the local authorities during the progress of such work.

There seems to be no objection to this.

5. With Secretary's remarks, the file may be returned to Local Self-Government through Irrigation—vide **R** ante.

T.P.S.—14-1-24. P. RANGANAYAKULU—15-1-24.

The proposals may be agreed to in consultation with the district board as above. With reference to **R** by having a road-bridge, the condition of affairs in the river will not be altered. The Railway Company would do the necessary work as at present, and if it affects the regime of the river, of course reference would be made to Public Works Department (Irrigation).

M. R. KHAREGAT—21-1-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

A plan and an estimate amounting to Rs. 2,04,683 for the regirdering of the bridge received from the Agent, Madras and Southern Mahratta Railway, has been added to the file.

With reference to the Chief Engineer's note above a draft reference to the District Board is put up below for approval.

K.R.—25-1-24.

The bridge was originally estimated to cost between one lakh and one and a half lakhs. The estimate now submitted amounts to Rs. 2,04,683. It is necessary first to have the plan and estimate scrutinized by the Public Works Department and to decide whether it should be accepted and whether the Government should pay the whole cost.

Orders on the other questions raised in the Agent's letter on pages 36 and 37 of current file can issue after this is settled.

T. K. ARUNACHALA AYYAR—28-1-24.

P. L. MOORE—28-1-24.

PUBLIC WORKS DEPARTMENT.

A | After consultation with the Bridge Engineer, Chief Engineer has had fresh proposals drawn up under which the work will be completed by the Public Works Department, thus avoiding the heavy Railway centage charges of 25 per cent. An estimate amounting to Rs. 1,71,000 is accordingly submitted for approval. This estimate does not provide for the approach road to the bridge from the west, which should presumably be carried out by the District Board.

Attention is invited to letter No. W. 322-II, dated 3rd April 1924, from the Agent. I consider that Government may agree to the proposals made therein.

M. R. KHAREGAT—4-4-24.

FINANCE DEPARTMENT.

Extract from the proceedings of the Finance Committee at their 17th meeting on 31st January 1924.

[(*c*) (i) Purchase of the Feroke and Kallayi bridges.]
(ii) Regirdering of the Hāgari bridge.

The Committee had already accepted these proposals, but did not recommend that provision should be made in the year 1924–25 as it is unlikely that any disbursement will be required in that year.

R. W. DAVIES—2-2-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

T.K.A.— The proposal of the Chief Engineer to carry out the work through the agency of the Government, Public Works Department, may be accepted.

2. The Chief Engineer considers that the terms proposed by the Railway administration in regard to the sale of the girders and their conversion for road purposes on the railway piers may be accepted. A draft letter to the Agent is submitted. It may issue with the concurrence of Finance.

3. As regards funds, the Finance Committee did not recommend that provision should be made in the year 1924–25 as the Committee considered that it was unlikely that any disbursement would be required in that year. The Chief Engineer may be

A | requested to state when the work can be taken up and whether any funds are required in the current year.

Orders approving the estimate have to issue in the Public Works Department.

K.R.—11-4-24.

According to the revised proposals, the road bridge is to be constructed by the Public Works Department, the railway merely selling the girders to Government and the Government taking all risks in case of failures of the piers.

The proposal is recommended by the Chief Engineer and may be accepted. The plans and estimates will have to be sanctioned by the Public Works Department. The estimate, which amounts to Rs. 1,71,000, does not contain provision for an approach road from the west. The Chief Engineer presumes that the approach road should be constructed by the District Board. The bridge is to be constructed on the Madras—Bombay trunk road. The cost of the approach road should also therefore

B | be borne by Government and may well be included in the estimate, the work being carried out by the Public Works Department.

2. The Railway Board stipulates that in case the railway track has to be doubled at any future time, the Public Works Department must remove the roadway and girders and restore Railway land to its present condition without any obstruction and without any compensation from the Railway; the Railway will not then take over the girders or any other part of the roadway.

This is rather a disadvantageous condition to agree to. There must be some security that the road bridge will be allowed to continue for some years. Otherwise
C | if the Railway decide to leave a double track soon after the road bridge is constructed, the work will have to be dismantled.

3. The third question to be considered in this connexion is who should maintain
D | the road bridge. In paragraphs 3 and 4 of his letter on page 36 of current file the Agent made definite proposals. He proposed that the maintenance of the road, girders, the roadway and approaches should be carried out by the Railway at the Government expense, the cost of petty repairs being intimated to Government annually at the time of the preparation of the Railway budget and estimates for heavy repairs being submitted to Government whenever they become necessary. It is not clear whether according to the revised terms now proposed, the Railway would undertake the maintenance and repairs. The Railway would evidently leave these to be attended to by Government. This point has, however, to be definitely decided.

T. K. ARUNACHALA AYYAR—11-4-24.

I should be glad of Chief Engineer's opinion on the above points.

P. L. MOORE—11-4-24.

PUBLIC WORKS DEPARTMENT.

A *above.*—I understand that the Railway Company will start work on the bridge after the monsoon and possibly they may slew the girders across for us by December. Meantime we should get on with the approach road and collect materials for the road work. Superintending Engineer may be asked for a programme of work and expenditure in consultation with the Railway authorities as soon as the administrative sanction is given.

2. **B** *above.*—The Superintending Engineer will be called on for an estimate which might be treated as supplemental.

3. **C** *above.*—We are now taking advantage of the fact that the Railway Company are remodelling the bridge for heavier traffic. It is not likely that they will remodel again in a very short time. Perhaps the Local Government might agree to this stipulation provided they had been in enjoyment for at least ten years. However it is doubtful whether the Railway Company would agree to be bound down, and it would be a pity to lose this favourable opportunity for a bridge.

4. **D** *above.*—The maintenance can be done by Government, tolls being charged for the use of the bridge; or by the Railway authorities, if they agree. This would probably be the better arrangement as they would have men constantly watching the Railway portion of the bridge and they could also do necessary repairs to the road portion.

M. R. KHAREGAT—25-4-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

C *on page* 8 *ante and paragraph* 3 *of the Chief Engineer's note above.*—It is for orders whether this Government should stipulate that they should be allowed to be in enjoyment of the road bridge for at least ten years before being called upon to remove the roadway and restore railway land.

Yes.

P.L.M.—12-5-24.

P. R[AMARAYANINGAR].

2. **D** *on page* 8 *ante and paragraph* 4 *of Chief Engineer's note above.*—The Agent may be asked whether the Railway authorities will undertake the maintenance and repair of the road bridge, the cost being met by Government on the arrangement proposed in the paragraphs 3 and 4 of the Agent's letter on page 36 of current file.

3. The Public Works Department may be requested to take further action with reference to paragraphs 1 and 2 of the Chief Engineer's note on page 9 ante, after a decision is arrived at on paragraph 1 above.

K.N.—7-5-24. T. K. ARUNACHALA AYYAR—9-5-24.
P. L. MOORE—12-5-24.
P. R[AMARAYANINGAR]—19-5-24.

I agree with the suggestion of the Chief Engineer.

A. P. P[ATRO]—20-5-24.
A. R. K[NAPP]—22-5-24.

The Railway cannot of course take the tolls, whether it makes itself responsible for repairs or not; the cost of the bridge and of the repairs is being borne by Government.

R. A. G[RAHAM]—22-5-24.

The draft letter to the Agent has been revised with reference to the orders above. It may be sent to the Public Works Department unofficially for acceptance.

T.K.A.—26-5-24.
P.L.M.—28-5-24.

PUBLIC WORKS DEPARTMENT.

The draft letter to the Agent may be accepted in this Department, and the file returned to Local Self-Government unofficially with the remark that the Superintending Engineer will be addressed regarding paragraphs 1 and 2 of this Department's note on page 8 ante as soon as the administrative sanction is given—vide Secretary's remarks at the end of paragraph 1 on page 8 ante.

Local Self-Government may be requested to furnish the Public Works Department with a copy of the letter to the Agent and of these notes, for further action.

K.N.—4-6-24. P. RANGANAYAKULU—4-6-24.
M. R. KHAREGHAT—4-6-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The draft letter may now issue. A copy of the letter and notes will be furnished to the Public Works Department as requested by them.

S.N.—4-6-24. P.L.M.—5-6-24.

[Letter No. 14420-2, L. & M., dated 7th June 1924].

The Agent, Madras and Southern Mahratta Railway, has not yet replied to the letter read above. A draft letter reminder is submitted for approval.

L.S.—3-7-24. T.K.A.—12-7-24.

[Letter No. 14420-3, L. & M., dated 14th July 1924].

From the Agent, Madras and Southern Mahratta Railway, No. 322 *W., dated* 19*th July* 1924.

The Madras and Southern Mahratta Railway administration has agreed to the stipulation that the Government of Madras be allowed the undisturbed use of the road bridge for a period of at least ten years. The administration is also prepared to undertake the maintenance of the piers, roadway, girders and approaches at the cost of the Government.

2. The Public Works Department may now be requested to take action with reference to paragraphs 1 and 2 of the Chief Engineer's note on page 9 ante. That department may also be requested to advise this department as to whether any funds will be required in the current year and, if so, how much.

K.R.—23-7-24. T. K. ARUNACHALA AYYAR—24-7-24.

P. L. MOORE—25-7-24.

PUBLIC WORKS DEPARTMENT.

With reference to paragraph 2 of the Local Self-Government Department note above, action has already been taken in this department—vide Memorandum No. 1032-Wks.-A/24-2, dated 16th June 1924. The Superintending Engineer is being asked to expedite his reply to this memorandum and also to report whether any funds will be required for expenditure in the current year. The Superintending Engineer's reply will, when received, be forwarded to the Local Self-Government Department.

Copy of estimate and plan should go to Superintending Engineer.

M.R.K.—9-8-24.

Action taken separately.

J.R.—11-8-24.

2. Pending receipt of the Superintending Engineer's reply, the file may be returned to the Local Self-Government Department for having the question of the head under which funds will be allotted settled in consultation with the Finance Department and taking action regarding condition B in paragraph 5 of the Railway Chief Engineer's letter No. 1708 M., dated 15th and 19th March 1924. It is not clear if the bridge work is not to be treated as a contribution work, in which case centage charges will have to be added to the estimated cost.

K

J.R.—7-8-24. P. RANGANAYAKULU—7-8-24.

I do not see that this can be called a contribution work.

M. R. KHAREGAT—9-8-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The Superintending Engineer's reply referred to in paragraph 1 of the Public Works Department note above may be awaited.

2. With reference to paragraph 2 of the Public Works Department note, the Finance Department may be consulted as to the head under which funds will be allotted. It is agreed that the District Board will have nothing to do either with the construction or maintenance of the bridge. It is purely a Government concer Funds will therefore have to be allotted for the work direct by Government and n as a grant-in-aid to the District Board.

3. The conditions of purchase of the bridge have been finally settled and i further action seems necessary with reference to **K** of Public Works Departmei note above.

K.R.—16-8-24. C.V.K.—17-8-24.

This is to be a bridge on a trunk road and cannot be treated as a contributio work. The cost has to be met entirely from Provincial funds. The work is also t be executed by the Public Works Department—please see **A** on page 8 supra an the Chief Engineer's note on pages 46 and 47 of current file. The approach roa to the bridge is also to be constructed by the Public Works Department at the co of Government—vide **B** on page 8 and **C** on page 9 supra.

The Chief Engineer has already made a reference to the Superintendin Engineer and has asked for the submission of a programme of works expenditur in consultation with the Railway authorities. Further action has to be take entirely by the Public Works Department.

The file may be returned to Public Works Department through Finance.

T.K.A.—18-8-24.

P.L.M.—19-8-24.

FINANCE (ACCTS.) DEPARTMENT.

M | It has been decided that the whole cost of the proposed bridge over the Hagari river as well as its future maintenance should be wholly met from *Provincial funds* (vide C-4's note on page 10 ante). In the circumstances stated by the Local Self-Government in their note ante and in view of the Public Works Secretary's remarks ante, the work may be treated as a Government one. As the execution of the work is to be undertaken by Public Works Department, and the intention is to meet the expenditure from loan funds, the expenditure will have to be debited to 60. *Civil Works—Not charged to Revenue.* The orders of the Government of India have however not yet been received in regard to the limit to be applied in the case of works to be financed from loan funds.

2. There is no provision for the work in the current year's budget and the Finance Committee did not recommend the inclusion of any provision as they considered that it was unlikely that any disbursement will be made in 1924-25. The Public Works Department have asked the Superintending Engineer to report whether any funds will be required for expenditure in the current year. Even if funds are required, it seems very unlikely that any savings will be available from loan funds* to meet this expenditure. It is therefore for consideration whether the Public Works Department may be asked to treat this as a Part II scheme for the next year and to prepare a note for the Finance Committee.

* Savings from loan funds will be required to meet charges on account of flood damages.

V.V.—26-8-24.

I think that it may be possible to reappropriate funds. The question may however be postponed until the Superintending Engineer has reported.

R. W. DAVIES—27-8-24.

PUBLIC WORKS DEPARTMENT.

The Superintending Engineer, Madras Circle, has not yet reported as to whether any funds will be required this year for the Hagari bridge work The Superintending Engineer is being reminded in the matter. On receipt of the Superintending Engineer's reply further action in regard to the inclusion of this work in the next year's budget will be taken and a draft order sanctioning the estimate will be put up.

J.R.—9-9-24. P. RANGANAYAKULU—10-9-24.

M. R. KHAREGAT—30-9-24.

A | It has since been definitely stated by the Local Self-Government and Finance Departments—vide their notes on pages 11 and 12 ante—that the road bridge over the Hagari and the approach road—for which an estimate is awaited from the Superintending Engineer—should be constructed by the Public Works Department at Government cost, the expenditure being debited to 60. Civil Works—Not charged to Revenue. Paragraph 4 (*a*) of the Chief Engineer's note may be omitted.

2. The Superintending Engineer has been asked to submit a programme of work and expenditure and to report whether any funds are required in the current year. His reply is awaited and will be forwarded to Finance on receipt for further action.

3. A draft order sanctioning the estimate is submitted. It may be forwarded to the Local Self-Government and Finance for acceptance.

J.R.—16/17-9-24. P.R.—18-9-24.

M.R.K—30-9-24.

The Superintending Engineer has since reported that a grant of Rs. 10,000 may be made for the approach road this year.

2. A note for the Finance Committee is also put up as requested by the Finance Department—vide also Local Self-Government Department note—that further action has to be taken entirely by the Public Works Department.

3. The case may now be forwarded to Local Self-Government and Finance as noted above.

J.R.--1-10-24. P. RANGANAYAKULU—1-10-24.

M. R. KHAREGAT—1-10-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The draft order may be accepted and the case passed on to Finance. In the draft order and in the note to the Finance Committee it is stated that the estimate of Rs. 1,71,000 is for converting the railway bridge into a combined road and railway bridge. The estimate is however one for constructing a road bridge *along* the railway bridge. The draft requires slight alteration. With this remark the case may be passed on to Finance.

C.V.K.—3-10-24. M. ZINDAH SAHIB—3-10-24.

No. The wording is all right.

P. L. MOORE—3-10-24.

FINANCE DEPARTMENT.

There is no objection to the draft.

2. With regard to the note for the Finance Committee, there is no indication as to the source from which the expenditure will be met or whether it is permissible at this stage to bear the expenditure from 60 as indicated at **A** on page 12 supra.

3. In view of the discussions and disputes that have been continuing during the last six months as to the nature and class of the expenditure which may be debited to capital heads, the Public Works Department are asked to consult the Accountant-General as to whether the expenditure in this case can be debited to 60.

4. If so, the Public Works Department is requested to state whether any reappropriation may be made from the budget provision under 60.

5. It has also been suggested that tolls should be levied for use of the bridge. It is not stated whether the toll receipts are to be credited to Provincial funds or not.

R. W. DAVIES—8-10-24.

PUBLIC WORKS DEPARTMENT.

With reference to paragraph 3 of the Finance Secretary's note above, a note to the Accountant-General is submitted. It may be forwarded to Local Self-Government for approval and for very early return.

J.R.—13-10-24. P.R.—13-10-24.

Issue.

M.R.K.--14-10-24.

A bridge across the Hagari river at the crossing of the Bombay trunk road in the Bellary district is required and the Government have decided that, as the construction of a separate bridge will be very costly, the railway bridge over the Hagari might be converted into a combined road and railway bridge. The Agent, Madras and Southern Mahratta Railway Company, has agreed to hand over the existing girders of the railway bridge slewed into the position required under certain conditions which have been approved by the Railway Board and the girders have to be converted for use as a road bridge by the Government at Government cost. Tolls will be levied for the use of the bridge.

The Accountant-General is requested to advise whether, in the above circumstances, the expenditure in connexion with the proposed bridge work can be debited to 60. Civil Works—Not charged to Revenue--Original Works.

J.R.--13-10-24. P.R.--13-10-24.

M.R.K.—14-10-24.

ACCOUNTANT-GENERAL'S OFFICE.

The expenditure in connexion with the proposed bridge work may be debited to 60. Civil Works—Not charged to Revenue—Original Works—provided the conditions in rule 2 (*a*) of the Local Government Borrowing Rules are satisfied and the total cost of the work (Provincial share) is not less than 5 lakhs.

J. F. MITCHELL—16-10-24.

PUBLIC WORKS DEPARTMENT.

Submitted.

2. The cost of the bridge is Rs. 1·71 lakhs, excluding the cost of the approach road (which is not expected to be large), it appears that the expenditure cannot be debited to 60. Civil Works.

The file may now be returned to the Finance Department for adding their note to the note for the Finance Committee.

J.R.—17-10-24.

3. *Funds.*—The Executive Engineer states that only the formation of an approach road from the existing trunk road can be taken up for execution in the current year and an expenditure of Rs. 10,000 incurred thereon. If it is decided to debit the expenditure on the work to '41. Civil Works', the current year's expenditure may be met from the anticipated savings in the provision for the construction of the new Rayapuram hospital and subsidiary buildings, and if it is to '60' from the grant for the construction of buildings for the special police force at Malappuram.

K

C.M.S.—17-10-24.

4. With reference to paragraph 5 of the Finance Secretary's note on page 13 ante, please see C-4's note at page 10 ante and paragraph 4 of the draft order put up. The toll-gate will be opened by Government and the toll revenues will therefore be credited to Provincial funds as a set-off against maintenance charges.

C.R.—17-10-24. P. RANGANAYAKULU—18-10-24.

M. R. KHAREGAT—18-10-24.

FINANCE (ACCOUNTS) DEPARTMENT.

Please see the Finance Department notes on page 13 ante et seq.

2. *Head of debit and funds.*—As the cost of the work is less than five lakhs, the expenditure will have to be debited to '41. Civil Works' according to the Accountant-General—vide page 14 ante. The Public Works Department point out the source from which the expenditure can be met (Portion **K** above). (Final orders of the Secretary of State have, however, not yet been received on our proposal that expenditure on works costing above Rs. 50,000 should be debited to capital heads of account).

3. *Note for the Finance Committee.*—Submitted that the Public Works Department may be requested to mention in the note for the Finance Committee that a toll-gate will be opened by Government and the toll-revenues credited to Government as a set-off against maintenance charges.

4. The following may also be added as note by the Finance Department in the draft note for the Finance Committee below :—

"The proposal may be placed before the Finance Committee. As the cost of the scheme is less than five lakhs, the Accountant-General is of the opinion that it should not be met from loan funds but met from revenues under '41. Civil Works'. The extra expenditure of Rs. 10,000 anticipated during the current year on account of the approach road will be met by reappropriation."

V.V.—22-10-24.

R. W. DAVIES—22-10-24.

PUBLIC WORKS DEPARTMENT.

A sentence has been added to the Finance Committee note as suggested by the Finance Department above and the note by the Finance Department has been added to the note for the Finance Committee. Submitted that the case may now be circulated to M-2 for approval of the note.

J.R.—24-10-24. P. RANGANAYAKULU—24-10-24.

M. R. KHAREGAT—24-10-24.

May go before Finance Committee. The Accountant-General's view is that the cost being less than five lakhs must be met from provincial revenues—a difficult matter at present while the cyclone damages are still awaiting provision.

A. P. P[ATRO]—28-10-24.

The note for the Finance Committee will be typed and issued.

P.R.—29-10-24.

J.R.—29-10-24. M.R.K.—29-10-24.

FINANCE DEPARTMENT.

Extract of proceedings of the Finance Committee at their ninth meeting for 1924–25 *held on 2nd December* 1924.

The Committee expressed the opinion that no expenditure should be incurred on an approach road to the Hagari bridge, until a final decision on the main question has been arrived at and conversion of the railway bridge is in progress.

R. W. DAVIES—4-12-24.

PUBLIC WORKS DEPARTMENT.

Submitted. A provision of Rs. 1,00,000 has been applied for for 1925–26 for this work under 'Works in progress' and the probable expenditure on the work in the current year has been noted as Rs. 10,000.

C.M.S.—5-12-24.

2. With reference to the Finance Committee's remarks above, it is submitted that the proposal for the conversion of the railway bridge into a combined road and railway bridge at a cost of Rs. 1,71,000 has already been accepted by Government—vide pages 8 and 9 ante. Copies of the plan and the approximate estimate have been sent to the Superintending Engineer, Madras Circle, and he has been asked to prepare detailed plans and estimates. In view of the fact that the Railway Company will take sometime to start their work and to slew the girders it was considered desirable to start work on the approach road in advance. The approach road, if constructed soon, will facilitate the conveyance of materials, etc., to the site of the proposed bridge. Plans and estimate for the approach road have been called for from the Superintending Engineer and on receipt, the estimate will be sanctioned as supplemental to the estimate for the bridge. Submitted that the Finance Department may perhaps be requested to place the above facts before the Finance Committee for reconsideration of their opinion above. A provision of Rs. 1 lakh has been proposed for the work under "Works in Progress" in the budget for 1925-26. It is not clear whether, in case no funds are allotted in the current year, the provision of Rs. 1 lakh asked for for 1925–26 under "Works in Progress" will be allotted under "New Works" by the Finance Department or whether a fresh note for the Finance Committee is necessary. It may be mentioned that the necessity for the bridge is fully explained in the note already placed before the Finance Committee. It was the whole scheme comprising the bridge and the approach road that was placed before the Committee but it appears from the Proceedings (extract) above that the Committee took it that only the question of the approach road was placed before them.

A

3. Before the file is sent to the Finance Department with reference to paragraph 2 above, it may perhaps be circulated to M-2 and M-1 for perusal of the Finance Committee's remarks above.

T.P.S.—6-12-24. P. RANGANAYAKULU—8-12-24.

Yes. The Railway Company will begin their work now, if not already started.

M. R. KHAREGAT—9-12-24.

Circulated.

M.R.K.—9-12-24.

A. P. P[ATRO]—15-12-24.

P. R[AMARAYANINGAR]—15-12-24.

A revised note for the Finance Committee is also put up. If approved, the file may be sent to the Finance Department u.o. with the request that their addition to the revised note for the Finance Committee may be made and the file returned early, so as to enable copies thereof being sent to Finance before the last date fixed (20th instant).

T.P.S.—17-12-24. P.R.—18-12-24.

M.R.K.—18-12-24.

FINANCE (EXPENDITURE) DEPARTMENT.

Hagari Bridge.

The position is briefly this. The proposal for the construction of a road bridge across the Hagari was first placed before the Finance Committee on 1st September 1923. The Committee recommended the acceptance of the proposal and stated that the cost should be met by a loan which might, if necessary, be found during 1923-24. There was no necessity for any expenditure during 1923-24. At the meeting held on 31st January 1924 the Finance Committee considered the question of making provision for this work in the current year's budget. They did not recommend any provision in the current year, as it was unlikely that any disbursement would be required in the current year.

2. The proposal was again placed before the Finance Committee on 2nd December 1924 with a view to make provision in the budget for 1925-26 and to incur an expenditure of Rs. 10,000 in the current year on the construction of an approach road. The Committee expressed the opinion that no expenditure should be incurred on an approach road until a final decision on the main question has been arrived at and the conversion of the railway bridge is in progress.

The main proposal has already been accepted by this Government and the Railway administration—please see pages 36-37, 44-45, 49-50 and 52, current file, and pages 26-29 of notes.

3. On 24th September 1924 the Executive Engineer, Bellary Division, reported that the railway girders would not be handed over to the Public Works Department before June 1925. The Secretary, Public Works Department, has stated that the Railway Company will begin their work (regirdering) now, if not already started.

4. The assumption of the Public Works Department at **A** on page 15 ante that the proposal for the approach road alone was considered by the Finance Committee does not seem to be correct. The Finance Committee accepted the scheme as a whole. Their objection was only to the incurring of expenditure on the approach road till the work of constructing the railway bridge is in progress. As the approach road, if constructed soon, will facilitate the conveyance of materials to the site of the proposed bridge, the Public Works Department consider that work on the approach road should be commenced in the current year. Finance need not object to the approach road being commenced in the current year. The expenditure will be met by reappropriation. A provision of 1 lakh under "Works in Progress" may be included in the Budget Estimates for 1925-26. It does not seem necessary to refer the matter again to the Finance Committee.

V.G.—24-12-24.

5. Pending a further consideration of the question, no provision has been made either in the Revised Estimate for 1924-25 or in the Budget Estimate for
A | 1925-26. Provision will be included, if the proposals in paragraph 4 above are approved.

A.A.—27-12-24. T. A. SRINIVASARAGHAVA AYYANGAR—28-12-24.

The Finance Committee have accepted the Hagari Bridge proposals, which have been before them on three occasions and have never been dissented from. The occasions were the 1st September 1923, 31st January 1924 and the 2nd December 1924.

2. At the last meeting the Committee merely advised that the approach road need not be constructed in advance of the major operations. If Public Works Department consider that the time is ripe for the construction of the road, they may go ahead.

3. With reference to **A** on page 17, the minimum provision required may be stated. For the current year, a re-appropriation statement should be furnished.

R. W. DAVIES—29-12-24.

PUBLIC WORKS DEPARTMENT.

With reference to paragraph 3 of the Finance Secretary's note above, it is submitted that no re-appropriation is necessary for the current year, as the Superintending Engineer does not anticipate any expenditure either on the approach road or on the main work. The minimum provision required for 1925-26, as applied for by the Superintending Engineer is Rs. 1·50 lakhs and Finance may be requested to allot it in the Budget for 1925-26.

C.M.S.—10-1-25.

On receipt of the file from the Finance Department, a fresh draft order sanctioning the approximate estimate for the work will be put up.

T.P.S.—10-1-25. P. RANGANAYAKULU—10-1-25.

The Executive Engineer anticipates delay in the acquisition of land and in calling for tenders. So he is unable to spend anything this year.

M. R. KHAREGAT—15-1-25.

FINANCE (B.E. II) DEPARTMENT.

Bridge across the Hagari river, Bellary district.

[Previous Finance note above.] This scheme comprises the following two works :—

	Estimated cost.
	RS.
(i) Construction of a road bridge across the river	1,71,000
(ii) Construction of an approach road to the road bridge	69,000
	2,40,000

The Superintending Engineer, Madras Circle, anticipates no expenditure on the work in the current year but states that the minimum outlay on the work in the next year will be Rs. 1·50 lakhs. The Public Works Department request that this sum
A | may be provided in the budget estimate for 1925-26. Apparently the demand of Rs. 1·50 lakhs is for expenditure on the two works.

B | Finance may agree to include the demand of Rs. 1·50 lakhs *provisionally* in Part I of the budget estimates for 1925-26 under '41. Civil Works'.

A.A.—22-1-25. T.A.S.—22-1-25.

R.W.D.—24-1-25.

PUBLIC WORKS DEPARTMENT.

The presumption of Finance at **A** above is correct (vide Superintending Engineer's reply.) As regards **B**, necessary action to include the demand in Part I will be taken separately.

C.M.S.—27-1-25.

2. The following are the terms agreed to by Government in connexion with the work of converting the railway bridge over the Hagari river into a combined road and railway bridge :—

(1) The old weak girders of the Railway bridge will be sold to this Government who will be allowed to erect them on the Railway piers.

(2) This Government should take all risks in case of the failure of the piers and should finish the roadway with the necessary approaches at the ends.

(3) In the case of the Railway Company requiring to double the Railway tracks, the Public Works Department must remove their roadway and girders and restore Railway land to its present condition without any obstruction and without any compensation from the Railway who will not take over the girders or any other part of the roadway. The Railway Company will, however, allow the undisturbed use of the road bridge for a period of at least ten years.

3. *Maintenance of the roadway, etc.*—In paragraphs 3 and 4 of the Agent's letter No. W. 322-I., dated 2nd January 1924, it was stated as follows :—

'3. The maintenance of *piers* and river conservancy which may be necessary 'to protect the bridge will be carried out by the Railway *at their own expense.*

'As regards the maintenance of the road, girders, the roadway and 'approaches, it is proposed that this should be carried out by the Railway *at Govern-* '*ment expense.*

'4. The anticipated expenditure on petty repairs would be intimated to 'Government annually at the time of preparation of the Railway budget, and 'adjustment of the cost of petty repairs within this total would be made monthly as 'the work is executed.

'For heavy repairs whenever these become necessary, estimates would be 'submitted to Government.'

In this Government's letter No. Ref. 14420-2 L. & M., dated 7th June 1924, the Agent was asked

'I am to enquire whether the conditions as to maintenance mentioned in 'paragraphs 3 and 4 of your letter No. W. 322-I., dated 2nd January 1924 '(quoted above) still hold good. As the Railway would be constantly watching 'their portion of the bridge this Government consider that it would be convenient if 'the Railway would undertake the maintenance of the roadway, girders and 'approaches at the cost of this Government.'

As regards the maintenance of the *piers* it will be seen that this Government's letter referred the Agent to paragraph 3 of his letter No. W. 322-I., dated 2nd January 1924 (quoted above) where it was stated that 'the maintenance of the *pier* and river conservancy which may be necessary to protect the bridge will be carried out by the Railway *at their own expense.*' **B**

But the Agent replies in his letter No. W. 322-II., dated 19th July 1924, 'The Railway is also prepared to undertake the maintenance of the *piers*, the roadway, girders and approaches at the cost of the Madras Government.'

As already recognized in the Agent's letter quoted at **B** above, the maintenance of the *piers* is necessary for the protection of the bridge (railway bridge) also. It is therefore for consideration whether the entire cost or any part of the cost of the maintenance of the *piers* may be accepted as chargeable by the Railway Company to the Madras Government.

Local Self-Government and Finance departments seem however, to have no objection to the maintenance of the piers also at the cost of Government—vide Local Self-Government Department notes on page 10-11 ante and Finance Department notes at **M** on page 12 ante.

4. A revised draft order on the case is submitted. It may perhaps be circulated to M-2, M-1 and C-3 Prior to circulation the revised draft order (embodying the terms agreed to) may be sent to Local Self-Government and Finance for acceptance.

T.P.S.—18-2-25.

Funds.—Vide **B** on page 17 ante.

P. RANGANAYAKULU—19-2-25.

M. R. KHAREGAT—19-2-25.

LOCAL SELF-GOVERNMENT DEPARTMENT.

y be accepted in this Department and the file passed

M. ZINDAH—24-2-25.

P. L. MOORE—26-2-25.

FINANCE (EXPENDITURE) DEPARTMENT.

ɔs 16-17 ante).

ation is whether the cost of maintenance of the *piers* ; or by the Railway administration. In paragraph y 1924 the Agent, Madras and Southern Mahratta ıance of the piers would be carried out *at the cost of* wever, in July 1924 he stated that the maintenance *of the Government.* This point was not specifically ɔ Works Department and Local Self-Government rne by Government. Finance may suggest that the attention of the Agent, Madras and Southern Mahratta Railway may be drawn to paragraph 3 of his letter dated 2nd January 1924 and he may be asked to agree to the cost being borne by the Railway administration.

A

2. Subject to the above remarks the draft order may be accepted. A provision of 1·50 lakhs has been made in the budget for 1925-26.

V.G.—6-3-25. R. W. DAVIES—6-3-25.

PUBLIC WORKS DEPARTMENT.

From the Superintending Engineer, Madras Circle, No. 484-W., dated 6th March 1925.

From the Superintending Engineer, Madras Circle, No. 429-G., dated 6th March 1925.

Note by the Chief Engineer, Public Works Department No. 1032 Wks. A/24-19, dated 28th April 1925.

Please see Finance Department notes above.

2. With his letters read above, the Superintending Engineer submits *detailed* plans and estimates for the following works:—

	RS.
(1) Conversion of the Railway bridge over the Hagari into a combined road and railway bridge	1,83,000
(2) Approach road to the bridge	33,900

The *approximate* estimate for item (1) above as prepared by the Chief Engineer amounted to Rs. 1,71,000.

The detailed estimates for the above items now submitted by the Superintending Engineer have been scrutinized by the Chief Engineer. The estimate for the bridge has been altered to Rs. 1,76,050 and that for the approach road to Rs. 34,200e The * estimates as thus altered, arı recommended by him for the sanctio ɔ of Government, subject to his remark in the note read above.

		RS.
ɔridge	... ...	1,76,050
_toad	... ...	34,200
	Total ...	2,10,250

3. A revised draft order sanctioning the detailed estimates and embodying the suggestion of the Finance Department at **A** above is submitted. It may be sent to Local Self-Government and Finance departments u.o. for acceptance prior to circulation.

K.V.—23-4-25. P. RANGANAYAKULU—25-4-25.

M. K. KHAREGAT—25-4-25.

LOCAL SELF-GOVERNMENT (L. & M.) DEPARTMENT.

The revised draft order may be accepted in Local Self-Government and the file passed on to Finance u.o.

P.K.N.—29-4-25. C. B. COTTERELL—29-4-25.

FINANCE (EXPENDITURE) DEPARTMENT.

(Previous Finance note above).

The revised draft order may be accepted. There is a provision of 1·50 lakhs for this work in the current year's budget.

V.G.—1-5-25. J. B. BROWN—2-5-25.

PUBLIC WORKS DEPARTMENT.

The draft order may now be circulated to M-2, M-1 and C-4

Funds.—Vide Finance Department note above.

T.P.S.—2-5-25. P.R.—2-5-25.

M.R.K.—4-5-25.

A. P. P[ATRO]—5-5-25.

P. R[AMARAYANINGAR]—6-5-25.

T. E. M[OIR]—7-5-25.

Issue.

T.P.S.—8-5-25. P.R.—8-5-25.

M.R.K.—9-5-25.

[G.O. No. 626 W., dated 11th May 1925]

E. 25

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LD.
(Incorporated in England)

THE CHIEF ENGINEER'S OFFICE,
PARK TOWN, MADRAS,
4th December 1922. 102

IN REPLY PLEASE REFER TO
No.W. 5108.

W&W SECTION
DEC 1922
CURRENT NUMBER
2492

To

The Chief Engineer,
P.W.Department,
Chepauk,
Madras.

Dear Sir,

With reference to your letter No.7946.C dated 27th November 1922, forwarding copy of Superintending Engineer letter No.6883/2-10-22 dated 27-9-1922, with plans Nos.44.A/22 and 44.B/22. I have the honour to inform you that the proposal of the Superintending Engineer, III Circle, to utilize the existing Hagari Railway Bridge, near Bellary, as a combined Railway and Road-bridge, is not feasible at present, as the girders are not strong enough to take the combined loads.

2. The question of re-girdering this bridge, with girders to bring it up to such strength as will enable our heavier engines to run over it, is now under consideration, an arrangements could probably be made to slew the existing girders to one side of the piers to be converted into a road-bridge, and erecting the new girders for our Railway Bridge at the other end of the piers. I should be glad to hear from you whether under suitable conditions this arrangement would meet with your views.

3. As a rough estimate, a roadbridge composed of the existing bridge-girders, with suitable roadway and fencing for a roadbridge, would cost somewhere between 1 and 1½ lakhs.

Yours faithfully

No 2492 WA/22 from the Chief Engr. M&SR
No W 5100/9 4-12-22

Memo No 2492 WA/22-1 dt 11.12.22

Copy forwarded to the SE III Circle for remarks.

2/ Suggestions for financing the scheme might be offered by the SE.

C.T.O
9/12
for CE

To The SE III Circle
with covering letter (p/cf)

DESPATCHED
12 DEC 1922

Returned in duplicate

C F. 21.

3

Public Works **DEPARTMENT**

In future letters, please quote No. 8874 dated and short title *	*Rec'd* ..... *Enclosures* ..... *Reg'd* ..... *Spare copies*	Telephone No. Post Box No. Telegraphic Address:

SECTION
15 DEC '22
CURRENT NUMBER
2569

Dated 11th December 22. 192

From (Name) M.R. Kharegat Esq., A.M.I.C.E.,

(Designation) Superintending Engineer, III Circle.

(Address) Bellary.

To The Chief Engineer,

Public Works Department,

MADRAS. December

Sir, Ref:- Your No. 8138- C., dated 5th ~~November~~ 22
Subject:- Proposal to utilise the M.&S.M. Railway bridge at Hagari for road traffic

---

Sent to CE MSMRY 'N' 4/5/12/22

The proposals made on this office plan No. S.E: III 44/B of 1922 were a suggestion to utilise the bridge as it stands. If remodelling of the bridge is to be done it would

would certainly be preferable to have a separate track for the roadway as suggested by the Chief Engineer, M.& S.M. Railway, and for a greater width of roadway if possible

11/12/22.

Superintending Engineer,
III Circle, Bellary.

K.R. 11/12/22.

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LD.
(Incorporated in England)

CE

THE CHIEF ENGINEER'S OFFICE,
PARK TOWN, MADRAS,
9th February 1923

IN REPLY PLEASE REFER TO
No. W/5108

WKA SECTION
10 FEB 23
CURRENT NUMBER
21263

To

The Chief Engineer,
P.W. Department,
Roads & Buildings,
Chepauk
Madras.

Dear Sir,

Your No.7946 C of 27-11-22.
My No. W.5108 of 4-12-22.

I beg to draw your attention to this questio
The estimates for rebuilding the bridge over the Hagar
River near Ballary are now in preparation and must be
completed before the middle of March. If a Road Bridg
is to be built alongside the Railway Track as suggeste
this must be allowed for when designing the new cross
girders. I shall be much obliged therefore if you wil
let me hear very early how the matter stands.

Yours faithfully,

CHIEF ENGINEE

SVN

Cir. 263 Wks/A. From the Chief Engineer, M+SR
No. W/5108 of 9/2/23

2492 WKS/A-2 of 1922 Dy/19.2.23

Copy forwarded to the S.E. III Circle who is requested to submit a reply to Memo No. 2492 Wks/A/ -1 of 11-12-22 at a very early date. and send a Copy of the reply to the C.E M. & S.M Ry. direct..

C.I.I/19/2
for C.E.

(1) To correct date
(2) Submit for further Action.
19/2/23

p2cf

To the S.E. Hard ✓ Circle (two copies)
Copy to the C.E; M. & S.M Ry Co, Trichi
9.D

Remind to me after 10 days.
1st reminder sent 16.4.23.

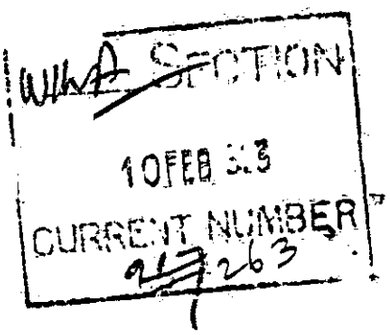
DESPATCHED
21 FEB 1923

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LD.
(Incorporated in England)

THE CHIEF ENGINEER'S OFFICE,
PARK TOWN, MADRAS,
9th February 1923

IN REPLY PLEASE REFER TO
No. W/5108

CE



To

The Chief Engineer,
P.W. Department,
Roads & Buildings,
Chepauk,
Madras.

Dear Sir,

Your No.7946 C of 27-11-22.
My No. W.5108 of 4-12-22.

I beg to draw your attention to this question. The estimates for rebuilding the bridge over the Hagari River near Ballary are now in preparation and must be completed before the middle of March. If a Road Bridge is to be built alongside the Railway Track as suggested this must be allowed for when designing the new cross girders. I shall be much obliged therefore if you will let me hear very early how the matter stands.

Yours faithfully,

CHIEF ENGINEER

Public Works **DEPARTMENT.**

In future letters, please quote No. 1500 dated 26/2/23 and short title *

Rec'd ..... Enclosures .....

Reg'd ..... Spare copies .....

Telephone No.
Post Box No.
Telegraphic Address:

WORKS SECTION
28 FEB 23
CURRENT NUMBER
415

Dated 24th February 23 192

From (Name) M.P Kharegat Esq., A.M.I.C.E.,
(Designation) Superintending Engineer, III Circle,
(Address) Bellary.

To The Chief Engineer,
Public Works Department,
MADRAS.

Sir,

* With reference to your No. 2492 Wks-A/22-1 dated 11th December 1922 and 19th February 1923 I beg to state that the proposal has been forwarded to the Collector of Bellary for opinion and to the President District Board, Bellary for suggestions for financing the scheme.

Their replies have not yet been received and they have now again
~~given again~~ been reminded and their replies will be forwarded on receipt.

Superintending Engineer,
III Circle, Bellary.

K.R. 24/2/23.

2492 Wks A/22-3 dt 3-3-1923

Letter

To.

The Chief Engineer
The Madras & Southern
Mahratta Rly Co Ltd

Ref^ce Your No W/5108 dt 9.2

Dear Sir,

I have the honor to state that the matter is under consideration by the Supdg Engineer in Consultation with the District Board and the Collector of Bellary and that a reply will be sent to you as early as possible.

3/3/23

I have

C.T.I
3/3

for

Copy to the S. E. III Circle.

I.D.

DESPATCHED
5 MAR 1923

10

The MADRAS & SOUTHERN MAHRATTA RAILWAY Co., Ld.

G. 78.

(Incorporated in England)

From

The Chief Engineer,

Madras.

No. W.5108-M dated 16th March 1923.

To

The Chief Engineer,

Public Works Department,

Chepauk, Madras.

Your No. dated

Dear Sir/Madam

SECTION 20

Subject. Hagari Rly. Bridge

22MAR 23

CURRENT NUMBER 572

pg 4 note

With reference to your letter No.3492 W.K.S.A/22-3 of 3-3-23, I have the honour to request you to kindly let me know if a reply has since been received from the Superintending Engineer, on the subject.

I have the honour to be,
Sir,
Your most obedient servant,

Chief Engineer.

Letter

2492 WkA/22-5 dt 27-3-1923

To,

The Chief Engineer,
M.S.M.Rly Co. Ltd
Hajari bridge.

Sir,

With reference to your letter W.5108-M of the 16th March I have the honour to inform you that no reply has yet been received from the S.E. Bella on the subject

3.3.23.

I have &c
C.T.R
25/3
for CE

The MADRAS & SOUTHERN MAHRATTA RAILWAY C[redacted]

(Incorporated in England)

The Chief Engineer,	To The Chief Engineer
Railway,	Public Wor[illegible]
Park Town, Madras.	[illegible]
No. W.5108/[illegible] dated 25th May 1923.	Your No. dated

Dear Sir,

Subject.
Rebuilding the bridge over the Hagari river near Bellary.

I have the honour to invite your special l
to this office letter No. /5108-I dated 19-4-1923 and
obliged if you will kindly favour me with an early re

[illegible] SECTION
29 MAY 1923
CURRENT NUMBER
962

I have the honour
Sir,
Your most obedient ser

Ag: Chief Engineer

No 24-92-WKS/22. 6346 [illegible]

To

The Chief Engineer
M.S.& M.R. Co
Ld.

Sir,

Re: Rebuilding the bridge over the Kalani river; your letter No. W/5108/N 25/28. 5.23.

I have the honour to inform you that no reply has yet been received from the S.E. on the subject. He has been reminded and his reply will be forwarded to you on receipt

I have &c

DESPATCHED
8 JUN 1923

30.5.23

30.5.23

+5/14

The MADRAS & SOUTHERN MAHRATTA RAILWAY Co., Ld.

G. 78.

(Incorporated in England)

From	To
The Chief Engineer,	The Chief Engineer,
Madras.	Public Works Department,
	Chepauk, Madras.
No. 1.510-/M dated 27th June 1923.	Your No. 2482 Wks dated 5-6-1923.
	N22-6

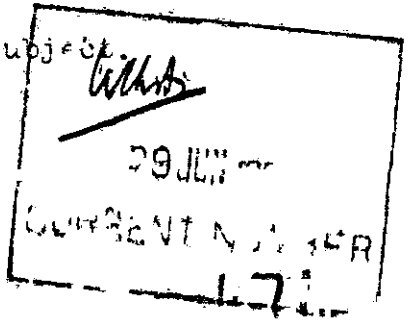
Dear Sir,

Subject.

Rebuilding the bridge over the Hagari River near Bellary.

plan

With reference to your above, I have the honour to request that you will be kind enough to let me know whether a reply has since been received from the Superintending Engineer on the subject.



I have the honour to be,
Sir,
Your most obedient servant,

for Chief Engineer.

15

No 3492 Wkt/22.7 & 5.7.23

To

The Chief Engineer
N.F.S.R. Rly Co
LMG

Sir,

Rebuilding the bridge over the Hafai river; your letter No. W. 5108/M 927.6 E

I have the honour to inform you that no reply has as yet been received from the S.E. and that he was reminded again on 2.7.23

(p 2 C.F.)

p 1 C.F.

Dno.
3.7.23
gh 4/7/23.

Thanked
4/7/23
(BHC)

5 JUL 23

ID no calls

G.F. 21.

16

PUBLIC WORKS **DEPARTMENT.**

In future letters, please quote No. 1052 dated as per margin title 16-7	Rec'd ____ Enclosures ____ Reg'd ____ Spare copies ____
	Telephone No. Post Box No. Telegraphic Address:

Madras **Dated** 192

From (Name) M.R.Ry. Rao Bahadur R.N. Arogyaswami Mudaliar Avl., B.A., B.C.E.
(Designation)
(Address) Supg. Engineer, Madras Circle.

To The CHIEF ENGINEER, P.W.D.,
(Buildings & Roads).

Sir,

Sub:- Road bridge across the Hagari River. -P 2 cuts

With reference to Memo No. 2492-Wks/A-22-1, dated 11-12-1922, to the address of the Supg: Engineer of the late III Circle, I have the honour to forward herewith copies of the correspondence on the subject received from the District Board, Bellary and the District Collector. There seems to be no two opinions as to the imperative necessity of a bridge across the river for purposes of passenger and road traffic. The reasons ~~addressed~~ advanced by the Collector are quite convincing and I also agree with the District Board that the entire cost of the scheme should be borne by Government by the grant of the full estimated amount. The bridge being on the Madras-Bombay Trunk Road the maintenance of which falls on Government. I am of opinion that this new link of communication to the main road should also be financed by Government. A Toll may be levied which would go to meet the cost of maintenance of the bridge and would also meet the initial costs..

After the proposals are administratively approved by Govt., I will have the preliminary plans and estimate got ready in consultation with the Railway authorities, if necessary.

P.T.O. for Supg. Engineer, Madras Circle.

1. Dt. Bd. letter No.441/27-4-23.
2. Collector's letter Ref. C, No.171/22-B-4/12-5-23.
3. Dt. Bd. letter No.C.R.1191/11-6-23.
4. Collector's Endt.D.Dis.171/23-B-4/26-6-23.

Copy of letter Dis.No.441, dated 27-4-23, from M.R.Ry. Rao Bahdur M. Gopalaswami Mudaliar Avl., B.A., B.L., President, Dt. Board, Bellary, to the Supg. Engineer, Madras Circle, Madras:-

With reference to the note No. 9221 dated 23-12-1922 of the Supg. Engineer, III Circle Bellary, I have the honour to enclose herewith a copy of the Resolution of this District Board on the subject for such action and communication to the Railway authorities as you may consider necessary. The accomplishment of the scheme is most desirable.

Proceedings of the District Board, Bellary d/27-4-1923.

Read:- A brief Note No. 9221, dated 23-12-1922 of the Supg. Engineer, III Circle, Bellary regarding the construction of a road bridge along side of the railway bridge over Hagiri river stating that it will cost nearly one and three-fourth lakhs against one and quarter lakhs for a causeway with its approaches if the old girders of the railway bridge are used.

Remarks on the above note are called for

Resolution No.45.

The Board is of opinion that there is an imperative necessity for the construction of a bridge over the Hagiri river. It positively prefers the construction of such a bridge by the side of the Railway bridge as proposed by the Supg. Engineer

---

Copy of letter Ref. C.No.171/23-B-4, dated 12-5-1923, from A.C. Duff Esq., I.C.S., Collector of Bellary, to the Supg. Engineer, Madras Circle, Madras:-

Ref: Your No. 927-G, dated 8-5-1923.

Bellary District Board and I are in entire agreement with your proposal. But the District Board has not suggested any way of financing the scheme. I have suggested to the District Board to borrow funds. I shall let you know the result in due course.

Copy to the President. District Board, Bellary.. Would it not be possible for the District Board to borrow the money to finance the scheme? Then Government will also probably help, otherwise no number of pious resolutions will provide a bridge.

Copy of C.R.No. 1191, d/11-6-23 from the President, District Board, Bellary to the Collector of Bellary:-

With reference to your C.No. 171/23-B-4, dated 12-5-23, I have the honour to state that the subject of financing the sc

for the construction of road-bridge across the Hagiri river by the side of the Railway bridge, was placed before the District Board at its meeting on 5th instant and to state as follows:-

2. After explaining the utility of the scheme, I said that if we should really be interested in its achievement we must show our interest by taking some responsibility for financing it as otherwise the Govt. in its present financial crisis is likely to note the matter for consideration when funds become available. I suggested that we might take up a loan repayable in 30 or 40 years. The subject was discussed by some of the prominent members of the Board. The bridge being on the Madras-Bombay Trunk Road the maintenance of which is wholly borne by Government, it was decided that in the extremely resourceless state of its finance the Board could not take up the loan, and that Government may be requested to bear the cost of constructing the bridge. It was also pointed out that similar bridges were constructed elsewhere in the Presidency at the cost of Government. A copy of resolution is enclosed.

(3) In the above circumstances, I shall submit through you an application to Government for the grant of the sum required for the construction of the bridge and I request that it may be kindly forwarded to Government with your support. I may add that the members suggested that if the Government were to decline to make the necessary grant the subject may again be brought up before the Board. In view of its urgency and its extreme utility, I request you will kindly strongly support the resolution.

No.D.Dis. C.171/23-B-4, dated 27-6-23.

Copy, with a copy of the recommendation to the Local Self-Government Department on his application for funds is communicated to the Supg. Engineer Madras Circle for information, with reference to his letter No. 927-G/6-5-23 and in continuation of my Ref. C.No.171/23-B-4, dated 13-5-1923.

/Sd/ .....
for Collector.

No.D.Dis.C.171/23-B-4, dated 26th June 1923.

Forwarded.

I most sincerely hope that Government will be able to see

90

their way to assist Bellary in this matter. I need not say anything regarding the great inconvenience to the general public of having a road bridge across the Hagari which cuts off so large a part of the Bellary district from the eastern taluks and the rest of the Presidency.

2. The convenience of a bridge for touring officers would be very great indeed. At any time it is a weary business towing a car across the river. When floods come it is of course an impossibility. Alur is, though only 12 miles from a railway station, a peculiarly isolated taluk head quarters. In times of scarcity, Alur suffers from scarcity lamentably often, prices seem to soar at Alur far quicker than elsewhere. For supplying Alur, the railway is of little or no use. With a bridge, grain could be taken in bulk direct from Bellary or the Western taluks

3. The proposal entails the construction of a very short length of new road to connect the bridge with the existing main road on the west and with the Hagari station feeder road on the East.

4. A toll would be gladly paid and would help to repay costs.

/Sd/ ..... for Collector. P.T.O.

To the Secretary to Local Self Govt. Department, Madras.

25 A.

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LD.

(Incorporated in England)

THE CHIEF ENGINEER'S OFFICE,

PARK TOWN, MADRAS,

12th September 1923

IN REPLY PLEASE REFER TO
No. W.5108/...

15 SEP 1923
LOCAL SELF GVT. DEPARTMENT ASST. SECRETARY

From

The Chief Engineer,
M. and S. M. Railway,
Park Town, M a d r a s.

To -

The S e c r e t a r y,
Local Self Government Department,
M a d r a s.

Sir,

Rebuilding the bridge over the Hagari river.

In connection with rebuilding Hagari River near Bellary, I am informed by the Chief Engineer Public Works Department, that the question of bridge alongside the Railway track is now under consideration

I have therefore the honour to enquire how this question now stands.

I have the honour to be,

Sir,

Your most obedient servant,

for Chief Engineer.

V.E. 2

L & G

Telephone

From the Secy to Govt
L. & G. Depmt

To The Chief Engineer
M & S Rly

Reference my T. M of the 24th instant regarding combined Railway and road bridge over the Hajari River

~~Please say when the information required therein can be expected. The absence of information by which is required urgently for~~ ~~is not possible to~~ make the necessary provision with CBE for next year which has to be done before the end of the 30. Oct of this month.

Secy
16.10.23

Secy
26.10.23

982

L. S. 9

Telephone

From The Secy, Board of Revenue

To The Chief Engineer
Madras Ry

Please refer to my letter No. ~~xx~~ 22895-1 dated 26.9.23 Regarding Combined Railway and Road bridge over the Hagari river Bellary. Please say what amount will have to be provided in the Provincial budget for next year. The information is required very urgently to enable Govt to make the necessary provision.

(Pl turn p. below)

Secy
24/10/23

Ry 4-10-23
Planned
Ry
24.10.23

Confirmation

G. 85.

THE MADRAS AND SOUTHERN MAHRATTA RAILWAY CO., LD.

(Incorporated in England)

TELEPHONE MESSAGE. Date 26.10.23.

From The Chief Engineer
M/Sle & S. Ma Ry
Madras

To The Secretary to Govt
L.S.G. Deptt.
Madras.

F.5108
75875

Your telephone message of 24th inst. Re-
Nagari Road over bridge.

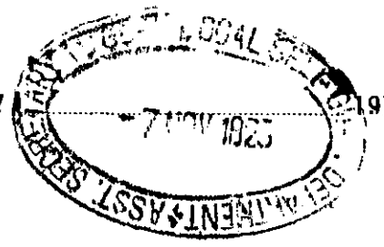
The approximate Estimated Cost for Convert-
-ing the existing Railway bridge girders into a
Road bridge including deck & Road is Rs 1.80000
exit road approaches. If the Road Rollers is not provided for, the Cost
can be by about a quarter of a Lakh. Plans & Estimates
will be sent when ready.

H. M.

Received at
Despatched at

for Chief Engineer

Local F u n d **DEPARTMENT.**



Received ..... 7 NOV 1923 ..... 191 *Registered* 26808 191

Subject.

Combined railway and road - Bridge over the Hagari river, Bellary.

P.T. L. S.G. Local 13/11/23 13/11/23

ENCLOSURES
No. 2 (Two)
Spare copies .....

C. R. No. 1191

Station Bellary , *Dated the* 2nd November 1923 191

From (Name) M. R. Ry., Rao Bahadur M. Gopalaswami Mudaliar Avl., B.A., B.L.,
(Designation) President, District Board,

To The Secretary to the Government of Madras,
Local Self-Government Department
Fort St. George.

Sir,

I have the honour to forward herewith a copy of this District Board's resolution No. 38 dated 25-10-23 expressing its thanks to Government for accpeting the proposal to convert the existing railway ~~bridge over the Hagari~~ river into a combined road and railway bridge.

I have the honour to be,
Sir,
Your most obedient servant,

P.S.R. 3-11-23.

Kamalad
For President.
3/11.

AS 3/11.

of the District Board Bellary.

Dated 25th October 1923.

1. ".R.Ry., Rao Bahadur ". Gopalaswami udaliar Avl,B.A.,B.L., President(Non-Official)
2. " K. Rama Rao Garu, Vice-President, District Board
3. " D. Komari Reddi Garu, B.A.,
4. " K. Brahmasastri Garu,
5. " Lambadi Rupya Naick Garu,
6. " Kalvi Vadra Erappa Garu,
7. " Vetti Ramappa Garu,
8. " Bydra Ramappa Garu,
9. " C. Venkoba Rao Garu,
10. " Rayalla Lakanmappa Garu,
11. " G. Doddana Gowd Garu,
12. " Reddi Rachi Reddi Garu,
13. " R. Pallana Gowd Garu,
14. " Pedda Sanjeeva Reddi Garu,
15. " Perumal Thimmarayappa Garu,
16. " D. Veera Reddi Garu,
17. " C. Thirukappa Garu,
18. " B. Amarappa Garu,
19. " L. Narayana Reddi Garu,
20. " B. Hanumanthappa Garu,
21. " Chirateri Patel Chennana Gowd Garu,
22. " Pullangi Pandra Iyyappa Garu,
23. " G. Thimma Reddi Garu,
24. " Kotekal Chinna Paribasavana Gowd Garu,
25. " B. Hana Gowd Garu,
26. " B. Ra i Reddi Garu,
27. " R. Rami Reddi Garu,
28. " Desanur Ruri Reddi Garu,
29. " ". Siva Rao Garu, ".A., B.L.,
30. " C.I. Laksminarayana Rao Garu,
31. " C.K. Bhimasena Rao Garu,
32. " B. Srinivasa Rao Garu,
33. " Veran Bahadur C. Sothandarama Naidu Garu,
34. " T. Venkoba Rao Garu,
35. " Pundrimi Rudrappa Garu,
36. J.I. Cotelingam Esq., .A.,
37. Janab Syed Muhammad Padsha Sahib Bahadur.

Proceedings of the District Board Bellary

Dated 25th October 1923.

82

Read: Correspondence ending with District Board Resolution No. 48 dated 9-8-23 in the matter of the construction of a road bridge along the railway bridge across the Hagari river.

ii. Government Memorandum No. 6995-C dated 4-10-23 communicated by the Superintending Engineer Madras Circle, Madras.

Resolution No. 38

Recorded with thanks.

(True copy)

P.S.R.3-11-23.

K Ramadeva
For President.
3/11

28—30.000. C. R. 19 A.

39

MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LD.

(INCORPORATED IN ENGLAND)

Bridge District.

Estimate of the cost of Road over Bridge at Hagari.

Plan No. B.E.126/M.G.

Chargeable to Revenue Maintenance / New Minor Works *of Abstract*

No. of Item.	Description of work.	Unit of Quantity.	Quantity.	Rate. Per	Rate. At Rs. a. p.	Amount. Rs.
1	Girders ...	Tons	650	Ton	100 . .	65,000
2	Steel troughing ...	"	134	"	380 . .	50,920
3	Asphalte ...	Sq.ft.	66700	%	6 . .	4,002
4	Concrete ...	C.ft.	5000	%	18 . .	900
5	Road metal ...	"	6000	%o	50 . .	300
6	Planks ...	"	1200	Each	8 . .	9,600
7	Hand rail posts & cleats	Tons	9.08	Ton	300 . .	2,718
8	Rivets(for hand rails posts).	"	0.17	"	640 . .	109
9	Hook bolts for planks 3/8" Dr.	No.	1190	Each.	. 8 .	595
10	Gas tube for hand rail	Lft.	11900	L.ft.	. 6 -	4,463
11	Erecting new works.	Tons	143	Ton	20 . .	2,860
12	-do- old	"	663	"	10 . -	6,630
13	Painting .	"	806	"	6 . .	4,836
14	Hand rails (old) ..	"	13	Ton	23 5 4	304
15	Carriage of materials.	T.M.	42900	T.M.	. . 3	670
16	Contingencies ...	...		5%		7,695
	Add 1½ per cent to cover freight charges (Rs.1,42,933)				Rs.	1,91,602 / 2,144
					Rs.	1,63,746
	Add 25% per cent supervision charges				Rs.	40,937
				Total	Rs.	2,04,683

Allocation :-

"Deposit Work"

Amount to be recovered from the Government of Madras.

Chief Engineer's Office,
Madras, Dated 28th Nov. 1923

for Chief Engineer.

42

D. W. R. —4-23—30,000. C. E. 19 A.

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LD.

(INCORPORATED IN ENGLAND)

_____ DISTRICT.

Estimate of the cost of Converting Hagari Bridge old girders to Road Bridge.

Plan No. _____

Chargeable to Revenue Maintenance / New Minor Works *of Abstract* _____

No. of Item.	Description of work.	Unit of Quantity.	Quantity.	Rate. Per	Rate. At Rs.	a.	p.	Amount. Rs.
	A.							
1	New steel troughing at site	tons	135	ton	320	0	0	43200
2	" erection		"	"	20	0	0	2700
3	Treating troughing	Sq.ft	39000	%	3	0	0	1170
4	Punching Drainage holes etc.	No.	8000	Each	0	1	0	500
5	Portland Cement Concrete curbs	Cft.	3600	Cft.	2	0	0	7200
6	Road metal	Cft.	10000	C/00	50	0	0	500
7	Asphalte Road Surface	Sq.ft	24000	%	6	0	0	1440
8	Raising foot-path old Timber	Cft.	600	Cft.	1	0	0	600
9	Old Hook bolts	No.	2400	Each	0	2	0	300
10	Labour							600
								58210
11	Contingencies 5 %							2910
12	Supervision 5 %							2910
								64030
	B.							
13	Cost of old girders taken over from Railway	tons	650	ton	100	0	0	65000
								129030
14	Cost of necessary alterations to Railway - List A.		Total					6024
								135054

W. R. —4-23—30,000.

C. E. 19 A.

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., L.D.

(INCORPORATED IN ENGLAND)

A.

_____ DISTRICT.

Estimate of the cost of Work necessitated by Public Works Department taking over Hagari Bridge old girders for Road-way. Plan No. B.E 126 M.G. revised.

Chargeable to Revenue Maintenance / New Minor Works *of Abstract* _____

No. of Item.	Description of work.	Unit of Quantity.	Quantity.	Rate. Per	Rate. At Rs.	a.	p.	Amount. Rs.
1	Widening abutments.							
	Earth work	cft.	16000	0/00	8	0	0	128
	Dismantling masonry	cft.	1650	%	3	8	0	58
	Rebuilding "	cft.	2600	%	45	0	0	1170
	Coping	cft.	120	%	15	0	0	18
	Pointing in cement	sq:ft.	600	%	8	0	0	48
	Cement Concrete Bed Blocks	cft.	200	1	2	0	0	400
	Earth filling	cft.	10000	0/00	8	0	0	80
	Contingencies 5%							95
								1997
2	Realignment of Main Line - Bellary Side.							
	Earth work	cft.	60000	0/00	8	0	0	480
	Ballast	cft.	5000	0/00	60	0	0	300
	Pitchin	Sq:ft.	150	%	16	0	0	24
	Slewing Track	Yd.	220	Yd.	2	0	0	440
	Contingencies							62
								1306
3	Realignment in Hagari Station.							
	Earth work	Cft.	40000	0/00	8	0	0	320
	Ballast	Cft.	5000	0/00	60	0	0	300
	Pitching	Sq.ft	150	%	16	0	0	24
	Slewing Tracks	Yd.	1200	Yd.	0	8	0	600
	Alterations to Signals	Ls.						200
	Contingencies 5 %							72
								1516
4	Supervision charges 25 %							1205
			Total					6024

SVN

P.W.D

Telegram

27 B-25-2 d 10-1-25

To

The Executive Engineer
Bellary Division

If [the] estimate for [the] Hagari bridge and [the] approach road is sanctioned at once, state how much could be spent in [the] current year

Wells 10.1.25 Cent 10/1/25

10/1/25
US

Copy by post in
- timation

copy by post 38 ✓

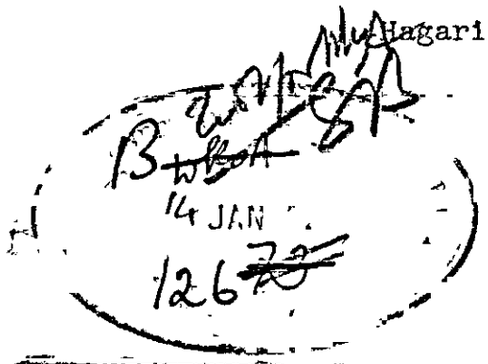
Copy

PUBLIC WORKS **DEPARTMENT.**

Received ____ 191 *Registered* ____ 191 .

Subject.

Hagari road bridge and approach road.



ENCLOSURES.
No. ____
Spare copies ____

No. 210 ~~40~~ ~~1-25~~ 11-1-25

Station Bellary, *Dated the* ~~11-1-25~~ 191

From (Name) M.R.Ry.-N.Keshava Rao. Avgl: B.A.B.E.

(Designation) Executive Engineer
Bellary Division.

To The
Chief Engineer
Buildings and Roads,
Madras.

Sir,

Reference your wire of yesterday.

Even if the estimate for Hagari Bridge and approach road is sanctioned at once, I cannot spend any grant before the end of March, under the following circumstances.

Approach Road-- As this passes wholly across patta lands, and as it may take some time, at least 4 months, before the lands can be acquired by the Revenue Department, no roadwork can be done in the current year. There are two masonry works-- road dam across the Budehal Vanka and culvert over Chaganur Hagari spring channel-- which are to be constructed along this approach road. These can only be begun in March or end of February after calling

for tenders, and expenditure incurred only in April.

The plans and estimate are under despatch to the Superintending Engineer, and the landplans and schedules to the Collector Bellary for necessary action.

Hagari Road Bridge-- The existing girders may not be handed over to us in March, to enable us to make payment in the current year. It will take at least 3 months for the supply of trough plates required for the bridge. So no grant can be spent within the end of March.

Under the above circumstances, no grant is required for the current year.

N. Keshavarao 11.1.25

Executive Engineer
Bellary Division.

PUBLIC WORKS DEPARTMENT.

NOTE BY THE CHIEF ENGINEER, P.W.D.

No.....dated.....A p r i l 1924.

*****

A bridge across the Hagari river at the crossing of the Bombay Trunk Road, in the Bellary District is required as this district is cut off from the rest of the Presidency during floods in the Hagari river.

A road bridge across the river being considered to be prohibitive in cost Government accepted the proposal to convert the existing railway bridge over the Hagari river into a combined road and railway -- bridge and requested the Chief Engineer, M. & S. M. Railway to forward plans and an estimate for the work to Government for approval before the work is started Accordingly the Chief Engineer, M. & S.M. Railway forwards plan No. B.E.126 M.G.(revised) and an estimate amounting to Rs. 1,35,054 and states that the girders will be handed over to Government slewed into the position required of them at a cost of Rs.100 per ton including cost of slewing and that the old girders should be converted for use as a road bridge by Government agency at Government cost.

The plan and the estimate have been sanctioned by the Chief Engineer and the following remarks are made:--

(1) Trough plate ¼" thick should be adopted for the decking in lieu of 3/16" plates proposed by the Company.

(2) The plan forwarded by the Railway Company shows that the foot path and the road proper are to be in one level. The Chief Engineer considers that the foot path should be kept 3" above road level ~~and~~ to prevent carts from getting ~~into~~ out of the foot path.

(3) The trough plate should be filled with cement concrete and drainage pipes should be allowed at about 10 ft. intervals to discharge the rain water collected in the road ~~way~~ surface.

(4) A lump sum provision of Rs. 5000/- for unforeseen charges and another sum of Rs. 5,000/- for forming approaches have been added to the estimate.

(4a) The approach road to the bridge from the west should presumably be carried out by the District Board. Provision for this item has not been made in the estimate.

(5) An enlarged plan of decking W.N° 13 of 1924 embodying the modifications suggested above and a consolidated estimate for the work amounting to Rs. 1,71,000/- have been prepared in the Chief Engineer's Office.

With the foregoing remarks the estimate as revised in the Chief Engineer's Office amounting to Rs. 1,71,000/- is recommended for sanction.

4/4/24

D.W. C.E.(B.R.& General)

The Madras & Southern Mahratta Railway Co., L.

(INCORPORATED IN ENGLAND)

SECRETARY TO GOVT. MADRAS
POST BOX No. 525 1 MAY 1924
ORIENTAL SUB-EXCHANGE NOS. 1601-1605.

TELEGRAPH ADDRESS.
"FREIGHT", MADRAS.

AGENT'S OFFICE,
Park Town, Madras.

IN REPLY PLEASE REFER TO No. W/322-II

14420

1st May 1924. 19

The Secretary to the Government of Madras,

PUBLIC WORKS DEPT. P.W.D.
5 MAY 1924
No. 1032
MADRAS

Public Works Department (General, Buildings & Roads),

M A D R A S.

Sir,

Re; Hagari Bridge.

With reference to this office No.W.322-II of the 3rd April 1924, I have the honour to request that you will kindly let me know if the Government have accepted the terms offered by the Railway Board.

I have the honour to be,

Sir,

Your most obedient servant,

R. Ag. Agent.

P.W.D. No. 1032 W/A 1m

NS — This may be forwarded to S.E.G for remarks. The Railway Board's letter with the rle regarding the proposal to construct a road bridge over the Hagari was sent to that dept with Govt no A.O. 913 WKs/A/24-1 dy 28.4.24.

S.G. 9/5/24

L. SG. Deptt.

Letter 4420-3 Com dt 14.7.24

I am to invite your
attention to ~~this office~~ my letter
No. 4420-2 Com dt 7.6.24 re-
garding ~~the maintenance of~~
the proposed Combi road
and railway bridge over the
Nagari river and to enquire
when a reply ~~to it~~ may be
expected

I have etc.

12.7.24

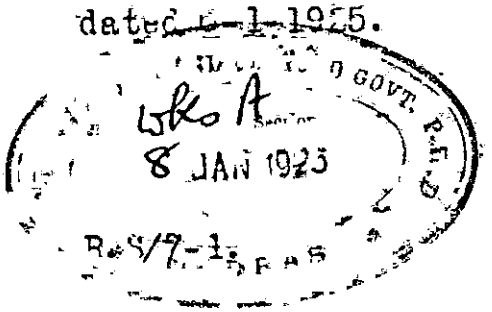
pp/L.SG +50 CF

Copy of telegram dated 7-1-25, from the Executive Engineer, Bellary Division, to the Supg. Engineer, Madras Circle.

One and half lakhs required next year Hagari Bridge work proper.

No. 14 W 8/7/1/25

Copy forwarded to Chief Engineer, P.W.D. (General, Buildings Roads), for information, in continuation of this office No. 7-W, dated 6-1-1925.



A Meenakshisundaram
7:1:25

for Offg. Supg. Engineer, Madras Circle.

57 Public Works Department.

NOTE BY THE CHIEF ENGINEER, P.W.D.

No 1032 Works A/24-17 dated 28 April 1925

*****

147

The proposal to convert the existing Railway bridge over the Hagari river, Bellary District into a combined road and railway bridge utilising the existing railway materials available from the Hagari railway bridge for the road bridge was accepted by Government in their Order No. 22895-1-L & M., dated 26-9-1923. The Superintending Engineer, Madras Circle submits for sanction a detailed estimate amounting to Rs. 1,83,000 in lieu of the approximate estimate amounting to Rs. 1,71,000 for the road bridge prepared by the Chief Engineer from the data furnished by the Railway Chief Engineer.

2. The work of renewing the railway bridge across the Hagari river is said to be under execution by the Railway Department and as the portion relating to the road bridge will be taken up by the P.W.D. for execution shortly an approach road from the trunk road to the proposed bridge was considered urgent and the Superintending Engineer, Madras Circle was requested ~~xxxx~~ in Memo. No. 1032-Works/A/24-14 28-10-24 to submit the detailed estimate for the work without delay. Accordingly the Superintending Engineer has also submitted for sanction plans and an estimate amounting to Rs. 33,900 for forming an approach road from the trunk road to the Hagari bridge along the line O N L F D E as shown in plan P.522 of 1924

ne. two estimates have been scrutinised by the Chief Engineer and the points requiring remarks are dealt with below:--

Road bridge. The excess of Rs. 12,000/- over the approximate estimate prepared by the Chief Engineer is, chiefly due to the provision made in the Superintending Engineer's detailed estimate for 210 tons of trough plates as against 178 tons originally provided. The Superintending Engineer in calculating the weight of trough plate has allowed for overlapping. The weight given per sq.ft. of trough plate viz., 13.95 lbs. is calculated only on the covered area and provision for lap joints has, therefore been omitted as unnecessary.

The bridge should have asphalte road surface as this will save maintenance charge to a large extent.

The Superintending Engineer should see if he can reduce the cost of Rs.17-12-0 for 100 cft. of metalling by obtaining metal from some nearer hills from which there is a cart track to site of road bridge.

Approach road. The abutments and wings of the culvert across the irrigation channel may be built of course rubble in ordinary mortar above sill level instead of in surki mortar.

The thickness of wing walls at top and at bottom should be increased from 1'-10" and 2'-3" to 2'-0"and 3'-9" respectively as shown in drawing B No. 558-E/1924.

The top level of the parapet walls has been shown in cross section of wing as 42.25 whereas

whereas in section A B it is shown as 41.00. This should be looked into by the Superintending Engineer.

3. With the foregoing remarks the estimates for the road bridge and the approach road as altered by the Chief Engineer amounting to Rs. 1,76,050 and Rs. 34,200 respectively are recommended for sanction.

Chief Engineer, P.W.D.
(General, Buildings and Roads.)

Read :—

Secct. 11-10 (a)—36,502 - 27-11-23. (C)

DEPARTMENT.

	Date	Initials.
When received for Fair-copying.		
When copied		
When examined		
When signed		
When despatched		

READ AGAIN G.O. No ... ..., dated 192

" " " " ..... " ..192

READ ALSO:—

T.C. No ..., From the ..... , No. ....., dated..... 192

" " ..... Note by the Chief Engr. PWD W-1032 Gen A/24 dt 26-4-25 " " ..... " ..... " 192

" " ..... " " ..... " ..... " 192

Printed

ORDER.

Press

No. 6264 dated 11.5.192 5

Road bridge Rs 176050
Approach road. 34200
2,10,250

The estimates as altered, aggregating Rs 2,10,250 for the Conversion of the railway bridge over the Hagari river into a combined road & railway bridge & for the Construction of an approach road to the bridge are sanctioned, subject to the remarks of the Chief Engr. in his note read above.

2. This sanction is registered as Provl. W- 11 W of 1925-26 & classified as Communications - original works

The Govt: agree to the terms of the M & S.M. Rly Co:- in connection with the construction of the combined road & railway bridge and in regard to the maintenance of the roadway, girders & approaches mentioned in the Agent's letter No: W/ dd 3.4.24 as modified by letter No: W/322 II dd 19 and in para 4 of his letter No- W/322-I dd 2-1-25.

The attention of the Agent is invited to para 3 of this letter No: W/322-I dd 2.1.24 and he is requested to agree to the Cost of the maintenance of the piers being borne by Railway Administration.

The S.E. Madras Circle will submit in due course in consultation with the Collector Bellary Dt: proposals for the working of the bridge and the levy of tolls.

3 Copies of the Govt with notes

3 Copies of the Govt letter dated 10.7.25 and 10.7.25 for COR

He is requested to arrange for the handing over of girders & other iron materials to the Collector Bellary.

DESPATCHED
18 MAY 1925

To

The S.E. Madras circle with plan & estimate
1 Copy
1 Copy
3 Copies
1 Copy
6 Copies
6 Copies

The A.G. Madras
The Secretary to Govt Public Works Department
The Secretary to Govt Finance Department
Agent M & S.M. Rly
GERB 3 Copies

Not necessary

SECRETARY TO GOVT
13 JUN 1925

G.O. No. 626 W., 11th May 1925

Bridges—Bellary—Conversion of the railway bridge over the Hagari river into a combined road and railway bridge—Estimate Rs. 2,10,250 sanctioned.

READ—the following papers :—

I

From the Chief Engineer, Madras and Southern Mahratta Railway Company (Limited), dated 4th December 1922, No. 5108-M.
Superintending Engineer, Madras Circle, dated 16th July 1923, No. 1052-M.

II

Letter from M.R.Ry. Rao Bahadur M. GOPALASWAMI MUDALIYAR Avargal, B.A., B.L., President, District Board, Bellary, to the Secretary to Government, Local Self-Government Department (through the Collector of Bellary), dated the 26th August 1923, C.R. No. 1191.

With reference to G.O. Mis. No. 1639, L. & M., dated 21st July 1923, I have the honour to state that the District Board considers that this is an opportunity of which we ought to take due advantage in order that the imperative necessity for a bridge across the Hagari river may be satisfied as the railway authorities are strengthening the old bridge. The Board's resolution is enclosed.

2. As explained already in my letter C.R. No. 1191, dated 16th June 1923, the construction of the proposed bridge should be termed a semi-national service which is to be undertaken by Government themselves. It is beyond the capacity of this District Board to finance it.

3. I may invite your kind attention to the concluding portion of the general remarks in the Local Fund administration report of this district with regard to the general utility of a bridge across the Hagari which is a very important request pressed from time to time in the addresses presented by this District Board to successive Governors who have visited this district. His Excellency the Governor now in office will, I am sure, bear testimony to the need for the bridge now under reference, with reference to the personal experience during the last visit on 8th August 1923.

4. In the above circumstances I request the favour of a kind reconsideration of the decision of Government, in order that a beginning might be made before the close of the current year with a small allotment to be supplemented by a grant in the coming and subsequent years by provision in the revised estimate for 1923–24 and budget estimate for 1924–25 onwards.

5. His Excellency the Governor was pleased to say that he would speak to the Honourble Member in charge about the widening of this bridge at this juncture. The railway authorities can wait for the payment of the required sum in the coming years when provision can be made in the budgets.

ENCLOSURE

Proceedings of the District Board, Bellary, dated 9th August 1923.

Read District Board Resolution No. 17, dated 5th June 1923, requesting the Government to the cost of constructing a bridge across the Hagari river by the side of the existing railway bridge.

2. Reply G.O. Mis. No. 1639, L. & M., dated 21st July 1923, informing that the Government cannot at present provide funds for the purpose.

Resolution No. 48.—The Board urges the imperative necessity of widening the railway bridge just at this juncture when the railway authorities are strengthening the old bridge and requests the Government to make the grant for the purpose.

N. Dis. C. No. 4081/23, *dated* 30*th August* 1923.

Forwarded.

2. I have always supported this request.

A. C. DUFF,
Collector of Bellary.

From the ~~President, District Board, Bellary, dated 26th August 1923, C. R. No. 1191/23.~~

IV

Letter from P. L. MOORE, Esq., C.I.E. I.C.S., Acting Secretary to Government, Local Self-Government Department, to the Chief Engineer, Madras and Southern Mahratta Railway Company (Limited), dated the 26th September 1923, No. 22895-1, L. & M.

[SUBJECT,—Combined railway and road bridge over the Hagari river, Bellary.]

With reference to the correspondence ending with letter No. 5108-M., dated 9th February 1923, to the Chief Engineer, Public Works Department, I am directed to state that the Government accept the proposal to convert the existing railway

bridge over the Hagari river at a cost estimated at between 1 and 1½ lakhs into a combined road and railway bridge and to meet the cost of the conversion from Provincial funds. I am to inquire when the work is likely to be commenced, how long it will take to complete it and the approximate amount that will have to be provided from Provincial funds each year.

2. I am also to request that plans and estimates for the work may kindly be forwarded to Government for approval before the work is started.

V

Letter from the Chief Engineer, Madras and Southern Mahratta Railway, Company (Limited), to the Secretary to Government, Local Self-Government Department, dated the 30th November 1923, No. W. 5108.

[SUBJECT.—Road bridge over the Hagari river]

With reference to your letter quoted above, I have the honour to inform you that an estimate for constructing a road bridge over the Hagari river has been prepared and the cost of the work now comes to Rs. 2,04,683 and shall be obliged if you will kindly address the Agent in the matter if you require the work to be carried out.

VI

Letter Memorandum **No. 29172-1, L & M., dated 7th December 1923.**

[SUBJECT.—Combined road and railway bridge over the Hagari river, Bellary district.]

I am to invite your attention to the correspondence ending with the letter of the Chief Engineer, Madras and Southern Mahratta Railway, No. 5108-W., dated 30th November 1923, regarding the construction of a road bridge over the Hagari river. The Chief Engineer states that an estimate amounting to Rs. 2,04,683 has been prepared for the work.

I am to request you to be so good as to send the plans and estimates for the work for the approval of the Government and to inquire how soon after the estimate is approved by the Government the work will be commenced, how long it will take to complete it and what amount will be required for expenditure in the current year and in 1924-25.

P. L. MOORE,
Acting Secretary to Government.

To the Agent, Madras and Southern Mahratta Railway, Madras.

VII

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated Madras, the 2nd January 1924, No. W. 322-I.

[SUBJECT.—Combined road and railway bridge over the Hagari river, Bellary district.]

With reference to your letter No. 29172-1, L. & M., of the 7th December 1923, I have the honour to inform you that plans and estimates for the above work have been called for and will be forwarded shortly.

2. It is understood that Government will pay for the girder work, road and approaches, the value of piers and foundation remaining as a debit to the railway account.

3. The maintenance of piers and river conservancy which may be necessary to protect the bridge will be carried out by the railway at their own expense. As regards the maintenance of the road, girders, the roadway and approaches, it is proposed that this should be carried out by the railway at Government expense.

4. The anticipated expenditure on petty repairs would be intimated to Government annually at the time of preparation of the railway budget and adjustment of the cost of petty repairs within this total would be made monthly as the work is executed. For heavy repairs whenever these become necessary, estimates would be submitted to Government.

5. The railway girders which are put in now will last for many years, but in event of its becoming necessary to change or alter the position of the girders such as for a doubling of the railway line, the railway would wish to reserve to themselves the right of closing the bridge in consultation with the local authorities during the progress of such work.

6. If these terms are acceptable, they will be communicated to my Board and to Railway Board for acceptance.

VIII

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated Madras, the 24th January 1924, No. W. 322-II

[SUBJECT.—Combined road and railway bridge over the Hagari river, Bellary district.]

In continuation of paragraph 1 of this office No. W. 322-I. of the 2nd January 1924, I have the honour to forward herewith plan No. B.E. 126-M.G. and an estimate amounting to Rs. 2,04,683 for the road over the bridge at Hagari, chargeable to the deposit account of the Government of Madras, and shall be glad if you will kindly communicate your approval to the proposals made in my letter under reference.

IX

Letter from the Chief Engineer, Madras and Southern Mahratta Railway Company (Limited), to the Chief Engineer, Public Works Department (General, Road and Buildings), dated Madras, the 15th/19th March 1924, No. W. 5108-M.

[SUBJECT.—Proposed road bridge over Hagari river near Bellary.]

I beg to forward fresh proposals for above on the lines discussed with my Bridge Engineer on 4th instant.

2. We propose to hand over the old girders to you as they stand, except that the sleepers and rails will be removed and the girders slewed into the position you require them at a cost of Rs. 100 per ton including cost of slewing. Further that you convert the old girders for use as a road bridge yourselves and at your own cost.

3. I enclose a revised plan No. B.E. 126-M.G. Revised, also a revised estimate. The estimate is divided into three parts—

(*b*) The cost of the old girders as handed over to you slewed into position.

(*c*) The cost of certain alterations to the abutments consequent on the road bridge being built. This work will be done by the railway and the cost, estimated at Rs. 6,024 including supervision charges, debited to you.

(*a*) The estimated cost of converting the old girders for use as a road bridge. As the work is to be done by you, we accept no responsibility for this estimate.

4. You will note that the old cross joists and hand railings have been left in position as they are at present. This brings the roadway more over one girder than over the other, which of course means a reduced permissible live load. It is for you to decide whether the cost of moving the joists and centralising the roadway will compensate for the expense involved. The joists are at present riveted through the upper flanges of the girders.

5. This offer on our part is made with the following two conditions :—

(*a*) That the Railway Board agree to the proposal. It has been sent to them.

(*b*) That a suitable undertaking be given by the Public Works Department that if at any time the Railway Company require the road bridge for railway purposes, the Railway Company shall be allowed to resume possession of the road bridge and any land made over to Government, repurchasing the girders at a fair valuation ; and the road bridge will cease to exist thereafter.

X

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Public Works Department (General, Buildings and Roads), dated Madras, the 3rd April 1924, No. W. 322-II.

[SUBJECT.—Regarding Hagari bridge.]

Adverting to your No. 614-Wks. A./24-1, dated the 13th March 1924, I have the honour to refer you to my Chief Engineer's letter No. 5108-54 of 15th/19th March 1924 with which a modified plan showing the proposals agreed to with the Bridge Engineer of this railway was forwarded to you.

No. 626 W., 11TH MAY 1925

The approval of the Railway Board to the terms specified in my No. W. 322-I of 2nd January 1924 was applied for and I enclose a copy of their reply No. 1336-W of 27th March 1924. It will be seen that the Railway Board agree to the sale of girders and to their being converted for road use on the railway piers and to the Public Works Department constructing the road approaches.

The Railway Board require that the Madras Government take the risk of any failure of the piers and further in the event of the doubling of the railway track the Public Works Department shall remove the roadway and restore the railway land to its present condition without compensation to the railway who will not take over the girders.

I beg to inquire if the Madras Government are prepared to accept these revised terms.

ENCLOSURE

Letter from the Secretary, Railway Board, Delhi, to the Agent, Madras and Southern Mahratta Railway, Madras, dated the 27th March 1924, No. 1336-W.

[SUBJECT.—Combined road and railway bridge over Hagari river.]

With reference to your letter No. W. 322-II, dated 11th March 1924, I am directed to say that the Board agree to the old weak girders being sold to the Madras Government, Public Works Department, and to permission being granted to erect them on the railway piers, the Madras Government taking all risks in case of failure of the piers, and to finish their roadway with necessary approaches at the ends. In the case, however, of the railway requiring to double the railway tracks, the Public Works Departments must remove their roadway and girders and restore railway land to its present condition without any obstruction and without any compensation from the railway, who will not take over the girders or any other part of the roadway.

Subject to the foregoing conditions being agreed to by the Madras Government, the Board approve of your proposal for the construction of a combined road and railway bridge.

XI

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), dated 1st May 1924, No. W. 322-II.

XII

Letter from P. L. MOORE, Esq., C.I.E., I.C.S., Secretary to Government, Local Self-Government Department, to the Agent, Madras and Southern Mahratta Railway Company (Limited) dated Fort St. George, the 7th June 1924, No. 14420-2, L & M.

[SUBJECT.—Combined road and railway bridge over the Hagari river.]

I am directed to refer you to the correspondence ending with your letter No. W. 322-II, dated 3rd April 1924, to the Secretary to the Government in the Public Works Department.

2. In their letter No. 1336 W., dated 27th March 1924, the Railway Board state that in case of the railway administration requiring to double the railway tracks this Government must remove the roadway and girders and restore railway land to its present condition without any obstruction and without any compensation from the railway. This Government consider that they should be allowed the enjoyment of the road bridge undisturbed for a period of at least ten years. Subject to this condition this Government agree to the revised terms mentioned in the Railway Board's letter No. 1336-W., dated 27th March 1924.

3. I am to inquire whether the conditions as to maintenance mentioned in paragraphs 3 and 4 of your letter No. W. 322-I., dated 2nd January 1924, still hold good. As the railway would be constantly watching their portion of the bridge, this Government consider that it would be convenient if the railway would undertake the maintenance of the roadway, girders and approaches at the cost of this Government.

XIII

Letter from the Agent, Madras and Southern Mahratta Railway Company (Limited), to the Secretary to Government, Local Self-Government Department, dated Madras, the 19th July 1924, No. W. 322-II.

[SUBJECT.—Combined road and railway bridge over the Hagari river.]

With reference to your letter No. 14420-2, L. & M., of the 5th/7th June 1924, I have the honour to inform you that this administration agrees to the stipulation that the Government of Madras be allowed the undisturbed use of the road bridge for a period of at least ten years.

2. This railway is also prepared to undertake the maintenance of the piers, the roadway, girders and approaches at the cost of the Madras Government.

No. 626 W., 11TH MAY 1925

XIV

Letter from M.R.Ry. Diwan Bahadur R. N. AROGYASWAMI MUDALIYAR Avargal, B.A., B.C.E Superintending Engineer, Madras Circle, to the Chief Engineer, Public Works Department, dated Madras, the 6th March 1925, No. W-484.

[SUBJECT.—Road bridge, Hagari.]

[Reference.—Your No. 1032-Wks.A-24-6, dated 21st August 1924.]

Adverting to your number quoted above, forwarding an abstract estimate for Rs. 1,71,000, I have the honour to forward herewith a fresh estimate amounting to Rs. 1,83,000 together with a detail estimate as desired in paragraph 2 of the memorandum forwarded with your No. 6995-C, dated 4th October 1923.

2. The Executive Engineer has reported that a sum of Rs. 1,50,000 is required for this work for the ensuing official year. The estimate may be technically sanctioned by you and the Chief Engineer, Madras and Southern Mahratta Railway advised to intimate the Executive Engineer, Bellary, about the handing over of the girders and other iron materials.

XV

Letter from M.R.Ry. Diwan Bahadur R. N. AROGYASWAMI MUDALIYAR AVARGAL, B.A., B.C.E., Superintending Engineer, Madras Circle, to the Chief Engineer, Public Works Department, dated Madras, the 6th March 1925, No. 429 G.

[SUBJECT.—Approach road to the Hagari road bridge at Bellary—Estimate Rs. 33,900.]

[Reference—Your No. 1032 Wks.-A-24-14, dated 28th October 1924.]

Adverting to your number cited above, I have the honour to forward herewith an estimate amounting to Rs. 33,900 for forming an approach road to the Hagari bridge on the left margin of the river and to state that the report accompanying the estimate explains clearly the alignment of the proposed approach road along O N L F D E—vide plan tracing B. No. 522/24. In this connexion I have to mention that the proposed road has to cross the Budehal vanka which has a catchment area of about 70 square miles at the site and also an irrigation channel called the Chaganur spring channel with an ayacut of 160 acres, which starts at the left bank of the Hagari river and runs parallel to it, crossing the railway nearly a mile lower down. The alignment originally suggested was along H. G. L. D. and this was given up as it necessitated the construction of costly cross masonry works across the vanka and spring channel; the alignment now proposed was settled after my inspection and is cheaper and appears to be the best.

2. Detail calculations for the discharge from the catchment of the vanka and also over the dam are not furnished as the road dam is practically a level crossing; neither the bed nor the banks have been interfered with, and hence the flood levels are not likely to be affected in any way from what they were. The bed is on an average at 38·80 and the crest level of the dam is proposed to be kept at 39·00 with four sand vents 3′ × 3′ each; there will therefore be practically no heading up in front of the dam. The observed M. F.Ls. at the site above and below the dam are also furnished in the level sheets.

3. The plan No. 558 E./24 shows the design of the culvert across the irrigation channel. The same width of ventway is allowed as that for the railway culvert. The channel has a head sluice at top with a ventway of 5′ × 4′ and sill at 28·63 though the Tank Restoration Scheme memoir gives the size of vent as 4′ × 2′ it has further no spring vent. In the proposed culvert the sill is placed at 28·50 its distance from the head sluice being 400 ft.; the railway culvert is situated another 170 ft. lower down and has no sill. In the Tank Restoration Scheme proposals the channel has been designed for a bed width of 6 ft. SS. 1:-1 fall 1 ft. per mile and a depth of 1·25 ft. The design may be approved as the ventway is quite ample to pass the calculated discharge of 7 cusecs without any appreciable afflux.

4. I request that the estimate may be sanctioned at an early date as the Executive Engineer appears to have already called for tenders for the road dam and culvert and proposes to start the works at once. The land plan and schedule received from the Executive Engineer is being returned to him with further remarks.

No. 626 W., 11TH MAY 1925

XVI

Note by the Chief Engineer, Public Works Department, No. ~~1329~~-Wks. A/24-19, dated 28th April 1925.

1032

The proposal to convert the existing railway bridge over the Hagari river, Bellary district, into a combined road and railway bridge utilizing the existing railway materials available from the Hagari railway bridge for the road bridge was accepted by Government in their Order No. 22895-1, L. & M., dated 26th September 1923. The Superintending Engineer, Madras Circle, submits for sanction a detailed estimate amounting to Rs. 1,83,000 in lieu of the approximate estimate amounting to Rs. 1,71,000 for the road bridge prepared by the Chief Engineer from the data furnished by the Railway Chief Engineer.

2. The work of renewing the railway bridge across the Hagari river is said to be under execution by the Railway Department and as the portion relating to the road bridge will be taken up by the Public Works Department for execution shortly, an approach road from the trunk road to the proposed bridge was considered urgent and the Superintending Engineer, Madras Circle, was requested in Memorandum No. 1032-Works/A/24-14, dated 28th October 1924, to submit the detailed estimate for the work without delay. Accordingly the Superintending Engineer has also submitted for sanction plans and an estimate amounting to Rs. 33,900 for forming an approach road from the trunk road to the Hagari bridge along the line O N L F D E as shown in plan B. No. 522 of 1924.

The two estimates have been scrutinized by the Chief Engineer and the points requiring remarks are dealt with below:—

Road bridge.—The excess of Rs. 12,000 over the approximate estimate prepared by the Chief Engineer is chiefly due to the provision made the Superintending Engineer's detailed estimate for 210 tons of trough plates as against 178 tons originally provided. The Superintending Engineer in calculating the weight of trough plate has allowed for overlapping. The weight given per square foot of trough plate, viz., 13·95 lb., is calculated only on the covered area and provision for lap joints has therefore been omitted as unnecessary.

The bridge should have asphalte road surface as this will save maintenance charge to a large extent.

The Superintending Engineer should see if he can reduce the cost of Rupees 17-12-0 for 100 c.ft. of metalling by obtaining metal from some nearer hills from which there is a cart-track to site of road bridge.

Approach road.—The abutments and wings of the culvert across the irrigation channel may be built of course rubble in ordinary mortar above sill level instead of in surki mortar.

The thickness of wing walls at top and at bottom should be increased from 1'-10" and 2'-3" to 2'-0" and 3'-9" respectively as shown in drawing B. No. 558-E/1924.

The top level of the parapet walls has been shown in cross section of wing as 42·25, whereas in section A B it is shown as 41·00. This should be looked into by the Superintening Engineer.

3. With the foregoing remarks the estimates for the road bridge and the approach road as altered by the Chief Engineer amounting to Rs. 1,76,050 and Rs. 34,200 respectly are recommended for sanction.

M. R. KHAREGAT,
Chief Engineer, P.W.D.
(General, buildings and Roads).

Order—No. 626 W., dated 11th May 1925.

The estimates, as altered, aggregating Rs. 2,10,250 for the conversion of the railway bridge over the Hagari river into a combined road and railway bridge and for the construction of an approach road to the bridge are sanctioned, subject to the remarks of the Chief Engineer in his note read above.

2. This sanction is registered as Provincial No. 11-W of 1925-26 and classified as Communications—Original Works.

3. The Government agree to the terms of the Madras and Southern Mahratta Railway Company in connexion with the construction of the combined road and railway bridge and in regard to the maintenance of the roadway, girders and approaches, mentioned in the Agent's letter No. W-322-II, dated 3rd April 1924, as modified by his letter No. W-322 II, dated 19th July 1924, and in paragraph 4 of his letter No. W-322-I, dated 2nd January 1924. The attention of the Agent is invited to paragraph 3 of his letter No. W-322-I, dated 2nd January 1924, and he is requested to agree to the cost of the maintenance of the piers being borne by the Railway Administration. He is also requested to arrange for the handing over of the girders and other iron materials to the Executive Engineer, Bellary division.

4. The Superintending Engineer, Madras Circle, will submit in due course, in consultation with the Collector, Bellary district, proposals for the working of the bridge and the levy of tolls.

(By order of the Government, Ministry of Public Works)

M. R. KHAREGAT,
Offg. Secy. to Govt., P.W.D.
(General, Buildings and Roads).

To the Superintending Engineer, Madras Circle, with plans and estimates.
" " Accountant-General, Madras (through the Finance Department).
" " Local Self-Government Department.
" " Finance Department.
" " Agent, Madras and Southern Mahratta Railway.

Pers. Queries answered W.D. Johnston Please see 17/6/25

27 JUN 1925

18 JUN 1925

PUBLIC WORKS DEPARTMENT.

NOTES CONNECTED WITH G.O. No. 626 W., DATED 11TH MAY 1925.

[SUBJECT.—*Hagari bridge.*]

From the Chief Engineer, Madras and Southern Mahratta Railway, No. 5108-W., dated 4th December 1922.

Submitted for orders.

M.B.—8-12-22.

Forward copy of the Railway Chief Engineer's letter to Superintending Engineer, III Circle, for remarks. Suggestions for financing the scheme might be offered by the Superintending Engineer.

C. T. MULLINGS—9-12-22.

Draft submitted.

M.B.—9-12-22. C.T.M.—9-12-22.

[Issued as Memorandum No. 2492-Wk./A.-1, dated 11th December 1922.]

From the Superintending Engineer, III Circle, No. 8874, *dated* 11*th*/14*th December* 1922.

From the Chief Engineer, Madras and Southern Mahratta Railway, No. 5108-*W., dated 9th February* 1923.

Submitted.

2. No reply to the memorandum on page 2 of current file has yet been received from the Superintending Engineer, III Circle. A copy of the Chief Engineer's present letter may be forwarded to the Superintending Engineer, III Circle, and he may be requested to reply to Memorandum No. 2492-Wks./A-1, dated 11th December 1922, at an early date and send a copy of the reply to the Chief Engineer, Madras and Southern Mahratta Railway, direct. Draft submitted.

T.P.S.—15-2-23.

We might also address Local Self-Government as soon as we know what the extra cost would be if the bridge is regirdered to carry a road. The bridge has to have stronger girders in any case to take the latest rolling stock and the cheapest satisfactory road crossing could be made by sharing the cost of girders with the Railway.

C. T. MULLINGS—18-2-23.

[Memorandum No. 2492-Wks./A-2, dated 19th February 1923.]

From the Superintending Engineer, III Circle, No. 1580, *dated* 26*th February* 1923.

A The Superintending Engineer, III Circle, replies that the District Board and the Collector have been consulted in the matter and that their replies are awaited. The Chief Engineer, Madras and Southern Mahratta Railway, may therefore be informed as in the draft letter below.

2. After issue of the letter, the file may be sent to Local Self-Government Department for perusal and return.

J.R.—3-3-23. C. T. MULLINGS—3-3-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

Please see the notes of the Public Works Department at **A** supra. The reply of the District Board on the proposal has not yet been received and it is presumed that the file will be sent again after the receipt of the reply. The file may be perused and returned to Public Works Department.

T.R.—8-3-23.

L. T. MAC. IVER—9-3-23.

PUBLIC WORKS DEPARTMENT.

From the Superintending Engineer, Madras Circle, No. 1052-*W., dated* 16*th July* 1923.

Subm itted.

2. In the circumstances stated in the Collector's endorsement on page 20 of current file the necessity for the bridge in question is apparent. The Superintending Engineer considers that the whole cost of the scheme may be borne from provincial funds for the reason that the bridge is on the Madras-Bombay trunk road. The District Board have also applied for a full grant for the proposed bridge and the Collector has strongly supported the application. The file may be forwarded to the Local Self-Government Department for consideration along with the Board's application for grant.

P. RANGANAYAKULU—24-7-23.

J.R.—23-7-3-23.

M. R. KHAREGAT—1-8-23.

It is true that Government have decided to give grants for bridges on trunk roads only within the 100—mile limit of Madras, but this is a very special case as the Railway Company are remodelling the bridge now, and if this opportunity is lost a new bridge would cost three or four times as much and may never be constructed, and the Bellary district may be left cut off from the Presidency by the river Hagari as it is at present. It will be seen from the file that the Railway Company are pressing for a reply so that their designs may be completed.

M. R. KHAREGAT.—1-8-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The president already applied for a grant for this bridge and was informed that Government cannot at present provide funds for the purpose (vide G.O. No. 1639, dated 21st July 1923), and the notes on pages 8 and 9 of the Government Order. In view of the Public Works Department Secretary's note above the question of the possibility of providing funds for the bridge seems to require reconsideration. It is not possible in any case to provide any amount in the current year. Finance Department may be consulted as to whether a grant can be promised for next year. The bridge being on a *trunk* road the cost is payable entirely from provincial funds.

B

K.R.—12-8-23.

The cost of the work is roughly Rs. 1¾ lakhs. The circumstances seem to be special as pointed out by the Chief Engineer above. Attention is also solicited to the Collector's remarks on page 20 of current file.

Finance may be consulted as at **B** above.

T. K. ARUNACHALA—13-8-23.

Yes, I think this should certainly be done. Money may be provided in the budget for 1924-25.

A. J. CURGENVEN—14-8-23.

FINANCE DEPARTMENT.

Please see:—

(1) Local Self-Government notes on pages 8-9 of G.O. No. 1639, L. & M. dated 21st July 1923,

(2) correspondence on pages 16-21 of current file, and

(3) Chief Engineer's note above.

2. The cost of the proposed bridge including the cost of a diversion road is estimated at 1·75 lakhs—vide Superintending Engineer's note on page 3 of G.O. No. 1639, L. & M., dated 21st July 1923. It seems doubtful whether, in view of the present financial stringency, it will be possible to finance the scheme next year. This department need not, however, object to the proposal being placed before the Finance Committee as a Part II scheme for 1924-25—vide Local Self-Government Secretary's note above.

V.G.—27-8-23.

J. M. HOOPER—27-8-23.

It is of prime necessity to connect Bellary up by a bridge. We cannot however meet the expenditure from revenues. We should meet it out of a loan. There will be no difficulty in securing a loan for the purpose from the Government of India.

K

2. I presume that the railway require an early answer. If so, endeavour should be made to place this before the Finance Committee on 1st September.

3. A note may be prepared urgently and the file circulated to C-1.

4. The file has come in an ordinary pad. The time may be corrected.

R. W. DAVIES—28—8—1923.

LOCAL SELF-GOVERNMENT DEPARTMENT.

Prepare a note at once.

T. K. ARUNACHALA AYYAR—28-8-23.

A note is put up. It may be sent to Finance for adding their portion to the notes.

K.R.—28-8-23.

Please recopy pages 3 and 4 as revised by me.

T.K.A.—28-8-23.

Pages 4 and 5 of the note recopied and submitted.

K.R.—29-8-23. T.K.A.—29-8-23.

P. L. MOORE—29-8-23.

FINANCE DEPARTMENT.

Please see Secretary's note above. It is presumed that no funds will be required in the current year. The following may be added to the note for the Finance Committee prepared by the Local Self-Government:—

FINANCE DEPARTMENT.

"The necessity for the proposed bridge may be accepted. The expenditu.. may be met out of loan money, and provision will be included in the statement of loan requirements for 1924-25."

2. The Local Self-Government Department may be requested to furnish 16 copies of the note urgently after it is approved by C-1.

V.G.—30-8-23. J. M. HOOPER—30-8-23.

R.W.D.—30-8-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

Note for the Finance Committee.

The Bellary district with the exception of Adoni and Alur taluks is cut off from the rest of the Presidency by the river Hagari. The only means of crossing the river in times of flood is the Madras and Southern Mahratta Railway bridge at Hagari station. The river has a wide sandy bed near Bellary which is difficult even for ordinary country carts to cross; when the state of the river permits of crossing, special arrangements have to be made for light vehicles or motor traffic.

2. A road bridge across the river would be prohibitive in cost at present. The Chief Engineer of the Madras and Southern Mahratta Railway Company who was consulted as to whether the railway bridge might be utilized as a combined road and railway bridge replies that the proposal is not feasible at present as the girders are not strong enough to take the combined loads, but that the question of regirdering the bridge so as to bring it up to such strength as will enable the Company's heavier engines to run over it is under consideration, and that the present girders could then be used for the road bridge. He states that arrangements could be made to slew the existing girders to one side of the piers to be converted into a road bridge and erect the new girders for the railway bridge at the other end of the piers. He estimates the cost of a road bridge composed of the existing bridge girders with suitable roadway and fencing at from Rs. 1 to Rs. 1·50 lakhs. Taking the higher figure and allowing for a diversion road on the west side of the river the total cost is put down by the Superintending Engineer of the Public Works Department at Rs. 1·75 lakhs. On the other hand a causeway across the river is estimated to cost

from Rs. 1 to Rs. 1·25 lakhs. The road bridge can be used throughout the year except when it is closed for railway traffic for a short time every day, while the causeway can be used roughly for only nine or ten months in the year. The Chief Engineer of the Railway Company is pressing for an early reply as to whether the arrangement proposed by him will be accepted, as estimates for rebuilding the bridge for railway purposes are under preparation and if a road bridge is to be built it must be allowed for in the estimates.

4. The bridge in question being situated on the Madras-Bombay trunk road the cost is payable from provincial funds. The district board is unable to bear any portion of the cost. The Collector has strongly recommended the acceptance of the proposal. The Government proposed to take up first the problem of bridges on the trunk roads within 100 miles of Madras. This policy has however not been approved by the Road Board. The bridge in question is *not* within the 100 mile-limit but the Chief Engineer to Government considers that this is a very special case as the Railway Company is remodelling the bridge now, and he fears that if this opportunity is lost a new bridge, which would cost three or four times as much, may never be constructed and the Bellary district would be left cut off, as at present, from the rest of the Presidency by the river Hagari.

5. The matter is placed before the Finance Committee for approval of the proposal to bear the cost of the conversion of the railway bridge into a combined road and railway bridge.

P. L. MOORE—29-8-23.

FINANCE DEPARTMENT.

The necessity for the proposed bridge may be accepted. The expenditure may be met out of loan money, and provision will be included in the statement of loan requirements for 1924-25.

R. W. DAVIES—30-8-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The Finance Committee meets to-morrow. The file may be circulated to M-1 and C-1, in a special case.

T. K. ARUNACHALA AYYAR—31-8-23.
P.L.M.—31-8-23.
P. R[AMARAYANINGAR]—31-8-23.
C. G. T[ODHUNTER]—31-8-23.

FINANCE DEPARTMENT.

The matter was placed before the Finance Committee at their fourth meeting on 1st September.

A copy of the proceedings of the Committee is entered below :—

(5) *Bridge over the Hagari river.*—The proposal to construct a joint road and railway bridge was recommended for acceptance. The cost of the bridge should be met by a loan which may, if necessary, be found during the current year.

R.W.D.—4-9-23.

A letter from the President, District Board, Bellary, on the subject, since received has been added to the current file—pages 22 to 24.

2. The Chief Engineer of the Madras and Southern Mahratta Railway may now be informed that the Government agree to the suggestion in paragraph 2 of his letter dated 4th December 1922. He may also be requested to furnish information as to the number of years over which the expenditure will be spread and what amount if any will be required in the current year. A draft letter is submitted. It may be sent to Finance and Public Works Department for acceptance.

K.R.—6-9-23. T.K.A.—6-9-23.

Will Public Works Department please say whether any addition to the draft is required, e.g., with regard to acceptance of estimate.

P.L.M.—6-6-23.

PUBLIC WORKS DEPARTMENT.

Please see Local Self Government Secretary's note on the previous page. The following may perhaps be added to the paragraph. "I am also to request that plans and estimates for the work may kindly be forwarded to Government for approval before the work is started." With these remarks the file may be passed on to Finance Department.

T.P.S.—12-9-23.

P. RANGANAYAKALU—13-9-23.
M. R. KHAREGAT—13-9-23.

FINANCE DEPARTMENT.

Please see Finance note on page 3 and proceedings of the Finance Committee on page 4 ante. The draft as amplified by Public Works Department may be accepted.

T.K.S.—23-9—23.

J. M. HOOPER—24-9-23.
R. W. DAVIES—24-9-23.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The draft as altered may issue.

T. K. ARUNACHALA AYYAR—25-9-23.
P. L. MOORE—26-9-23.

[Letter No. 22895-1, L. & M., dated 26th September 1923.]

From the Chief Engineer, Madras and Southern Mahratta Railway, No. W. 5108, *dated 30th November* 1923.

The cost of constructing a road bridge over Hagari bridge is now estimated by the Chief Engineer, Madras and Southern Mahratta Railway, at Rs. 2,04,683. A provision of Rs. 1,50,000 has been included for the purpose in the Local Self-Government budget for 1924-25.

2. In this department letter No. 22895-1 L. & M., dated 26th September 1923, the Chief Engineer, Madras and Southern Mahratta Railway, was asked to say when the work is likely to be commenced, how long will it take to complete it and the approximate amounts that will have to be provided each year by Government. The Chief Engineer has not replied to these points, but wants that the Agent should be addressed. A draft letter to the Agent is put up for approval. The file may be sent to Public Works Department and Finance for perusal after issue.

He was also asked to send the plans and estimates to Government for approval.

T.K.A.—6-12-23.

K.R.—5-12-23.

T.K.A.—6-12-23.
P.L.M.—7-12-23.

(Issued.)

PUBLIC WORKS DEPARTMENT.

The present stage of the proposal is given above. The file may be perused and passed on to Finance.

T.P.S.—18-12-23.

P.R.—18-12-23.

FINANCE DEPARTMENT.

May be perused returned to Local Self-Government.

T.K.—21-12-23.

A. SRINIVASARAGHAVA AYYANGAR—24-12-23.

It is proposed to ask for a provision of Rs. 1·50 lakhs in Part II scheme for 1924-25 for this bridge.

C.V.S.—27-12-23.

J. M. HOOPER—25-12-23.
R. W. DAVIES—30-12-23.

NOTES TO G.O. No. 626 W., 11TH MAY 1925

LOCAL SELF-GOVERNMENT DEPARTMENT.

From the Agent, Madras and Southern Mahratta Railway, No. W. 322 I., dated 2nd January 1924.

Public Works Department may be requested to advise as to whether the terms contained in the Agent's letter may be accepted.

K.R.—3-1-24. T. K. ARUNACHALA AYYAR—3-1-24.
P. L. MOORE—4-1-24.

PUBLIC WORKS DEPARTMENT.

Submitted.

2. The terms proposed by the Agent, Madras and Southern Mahratta Railway will be found on pages 36–37, current file. As however the matter seems to be one for consideration by the district board, who will have to be responsible for the proper maintenance of the road, it may be suggested to Local Self-Government Department that the district board should be consulted in the matter.

2. It is presumed that the ownership of the combined bridge will vest in the Railway Company and that the Government (or the district board) will only secure the use of the road bridge by the public.

Yes.
M.R.K.—21-1-24.

3. The conditions proposed are—

(1) "that Government will pay for the girder work, road and approaches." This is presumably meant only as a basis for fixing the contribution payable by Government towards the initial cost of the combined work.

By 'girder work' should be understood girder work for the road and not for railway as well.
M.R.K.—21-1-24.

(2) "The maintenance of piers and river conservancy which may be necessary to protect the bridge will be carried out by the Railway at their own expense." This may be agreed to subject to the concurrence of Irrigation (as to the agency for carrying out river conservancy in this case).

R

(3) "The maintenance of the road, girders, the roadway and approaches, to be carried out by the Railway 'at Government expense'." Whether this annual charge is met by the district board from its own resources or from an annual grant from Government for the purpose, the annual maintenance estimates must be approved by the paying party before the expenditure is incurred. Local Self-Government may be advised to stipulate that the annual maintenance estimates should be approved by the district board. This will also enable the district board (or Government) to know the provision to be entered in the annual budget. Perhaps for 'at Government expense' 'at the expense of the district board' may be substituted.

(4) "The anticipated expenditure on petty repairs would be intimated to Government annually at the time of preparation of the Railway budget and adjustment of the cost of petty repairs within this total would be made monthly as the work is executed."

The district board may be advised to agree to this. For 'Government' 'the district board' may be substituted.

(5) "For heavy repairs, whenever these become necessary, estimates would be submitted to Government."

For 'Government', 'the district board' may be substituted.

(6) In the event of its becoming necessary to change or alter the position of the girders, the Railway Company to have the right of closing the bridge in consultation with the local authorities during the progress of such work.

There seems to be no objection to this.

3. With Secretary's remarks, the file may be returned to Local Self-Government through Irrigation—vide R ante.

T.P.S.—14-1-24. P. RANGANAYAKULU—15-1-24.

The proposals may be agreed to in consultation with the district board as above. With reference to R by having a road-bridge, the condition of affairs in the river will not be altered. The Railway Company would do the necessary work as at present, and if it affects the regime of the river, of course reference would be made to Public Works Department (Irrigation).

M. R. KHAREGAT—21-1-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

A plan and an estimate amounting to Rs. 2,04,683 for the regirdering of the bridge received from the Agent, Madras and Southern Mahratta Railway, has been added to the file.

With reference to the Chief Engineer's note on page 6 ante a draft reference to the District Board is put up below for approval.

K.R.—25-1-24.

The bridge was originally estimated to cost between one lakh and one and a half lakhs. The estimate now submitted amounts to Rs. 2,04,683. It is necessary first to have the plan and estimate scrutinized by the Public Works Department and to decide whether it should be accepted and whether the Government should pay the whole cost.

Orders on the other questions raised in the Agent's letter on pages 36 and 37 of current file can issue after this is settled.

T. K. ARUNACHALA AYYAR—28-1-24.

P. L. MOORE—28-1-24.

PUBLIC WORKS DEPARTMENT.

After consultation with the Bridge Engineer, Chief Engineer has had fresh proposals drawn up under which the work will be completed by the Public Works Department, thus avoiding the heavy Railway centage charges of 25 per cent. An estimate amounting to Rs. 1,71,000 is accordingly submitted for approval. This estimate does not provide for the approach road to the bridge from the west, which should presumably be carried out by the District Board.

Attention is invited to letter No. W. 322-II, dated 3rd April 1924, from the Agent. I consider that Government may agree to the proposals made therein.

M. R. KHAREGAT—4-4-24.

FINANCE DEPARTMENT.

Extract from the proceedings of the Finance Committee at their 17th meeting on 31st January 1924.

[(*c*) (i) Purchase of the Feroke and Kallayi bridges.]

(ii) Regirdering of the Hagari bridge.

The Committee had already accepted these proposals, but did not recommend that provision should be made in the year 1924-25 as it is unlikely that any disbursement will be required in that year.

R. W. DAVIES—2-2-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

T.K.A.— The proposal of the Chief Engineer to carry out the work through the agency of the Government, Public Works Department, may be accepted.

2. The Chief Engineer considers that the terms proposed by the Railway administration in regard to the sale of the girders and their conversion for road purposes on the railway piers may be accepted. A draft letter to the Agent is submitted. It may issue with the concurrence of Finance.

3. As regards funds, the Finance Committee did not recommend that provision should be made in the year 1924-25 as the Committee considered that it was unlikely

that any disbursement would be required in that year. The Chief Engineer may be
A | requested to state when the work can be taken up and whether any funds are required in the current year.

Orders approving the estimate have to issue in the Public Works Department.
K.R.—11-4-24.

According to the revised proposals, the road bridge is to be constructed by the Public Works Department, the railway merely selling the girders to Government and the Government taking all risks in case of failures of the piers.

The proposal is recommended by the Chief Engineer and may be accepted. The plans and estimates will have to be sanctioned by the Public Works Department. The estimate, which amounts to Rs. 1,71,000, does not contain provision for an approach road from the west. The Chief Engineer presumes that the approach road should be constructed by the District Board. The bridge is to be constructed on the Madras—Bombay trunk road. The cost of the approach road should also therefore
B | be borne by Government and may well be included in the estimate, the work being carried out by the Public Works Department.

2. The Railway Board stipulates that in case the railway track has to be doubled at any future time, the Public Works Department must remove the roadway and girders and restore Railway land to its present condition without any obstruction and without any compensation from the Railway; the Railway will not then take over the girders or any other part of the roadway.

This is rather a disadvantageous condition to agree to. There must be some security that the road bridge will be allowed to continue for some years. Otherwise
C | if the Railway decide to leave a double track soon after the road bridge is constructed, the work will have to be dismantled.

3. The third question to be considered in this connexion is who should maintain
D | the road bridge. In paragraphs 3 and 4 of his letter on page 36 of current file the Agent made definite proposals. He proposed that the maintenance of the road, girders, the roadway and approaches should be carried out by the Railway at the Government expense, the cost of petty repairs being intimated to Government annually at the time of the preparation of the Railway budget and estimates for heavy repairs being submitted to Government whenever they become necessary. It is not clear whether according to the revised terms now proposed, the Railway would undertake the maintenance and repairs. The Railway would evidently leave these to be attended to by Government. This point has, however, to be definitely decided.

T. K. ARUNACHALA AYYAR—11-4-24.

I should be glad of Chief Engineer's opinion on the above points.

P. L. MOORE—11-4-24.

PUBLIC WORKS DEPARTMENT.

A *above.*—I understand that the Railway Company will start work on the bridge after the monsoon and possibly they may slew the girders across for us by December. Meantime we should get on with the approach road and collect materials for the road work. Superintending Engineer may be asked for a programme of work and expenditure in consultation with the Railway authorities ure as soon as the administrative sanction is given.

B *above.*—The Superintending Engineer will be called on for an estimate which might be treated as supplemental.

C *above.*—We are now taking advantage of the fact that the Railway Company are remodelling the bridge for heavier traffic. It is not likely that they will remodel again in a very short time. Perhaps the Local Government might agree to this stipulation provided they had been in enjoyment for at least ten years. However it is doubtful whether the Railway Company would agree to be bound down, and it would be a pity to lose this favourable opportunity for a bridge.

D *above.*—The maintenance can be done by Government, tolls being charged for the use of the bridge; or by the Railway authorities, if they agree. This would probably be the better arrangement as they would have men constantly watching the Railway portion of the bridge and they could also do necessary repairs to the road portion.

M. R. KHAREGAT—25-4-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

C *on page* 8 *ante and paragraph* 3 *of the Chief Engineer's note on page* 8 *ante.*—It is for orders whether this Government should stipulate that they should be allowed to be in enjoyment of the road bridge for at least ten years before being called upon to remove the roadway and restore railway land.

Yes.
P.L.M.—12-5-24.
P. R[AMARAYANINGAR].

2. D *on page* 8 *ante and paragraph* 4 *of Chief Engineer's note on page* 8 *ante.*—The Agent may be asked whether the Railway authorities will undertake the maintenance and repair of the road bridge, the cost being met by Government on the arrangement proposed in the paragraphs 3 and 4 of the Agent's letter on page 36 of current file.

3. The Public Works Department may be requested to take further action with reference to paragraphs 1 and 2 of the Chief Engineer's note on page 24 ante, after a decision is arrived at on paragraph 1 on this page.

K.N.—7-5-24. T. K. ARUNACHALA AYYAR—9-5-24.
P. L. MOORE—12-5-24.
P. R[AMARAYANINGAR]—19-5-24.

I agree with the suggestion of the Chief Engineer.

A. P. P[ATRO]—20-5-24.
A. R. K[NAPP]—22-5-24.

The Railway cannot of course take the tolls, whether it makes itself responsible for repairs or not; the cost of the bridge and of the repairs is being borne by Government.

R. A. G[RAHAM]—22-5-24.

The draft letter to the Agent has been revised with reference to the orders above. It may be sent to the Public Works Department unofficially for acceptance.

T.K.A.—26-5-24.
P.L.M.—28-5-24.

PUBLIC WORKS DEPARTMENT.

The draft letter to the Agent may be accepted in this Department, and the file returned to Local Self-Government unofficially with the remark that the Superintending Engineer will be addressed regarding paragraphs 1 and 2 of this Department's note on page 8 ante as soon as the administrative sanction is given—vide Secretary's remarks at the end of paragraph 1 on page 8 ante.

Local Self-Government may be requested to furnish the Public Works Department with a copy of the letter to the Agent and of these notes, for further action.

K.N.—4-6-24 P. RANGANAYAKULU—4-6-22.
M. R. KHAREGHAT—4-6-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The draft letter may now issue. A copy of the letter and notes will be furnished to the Public Works Department as requested by them.

S.N.—4-6-24. P.L.M.—5-6-24.

[Letter No. 14420-2, L. & M., dated 7th June 1924].

The Agent, Madras and Southern Mahratta Railway, has not yet replied to the letter read above. A draft letter reminder is submitted for approval.

L.S.—3-7-24. T.K.A.—12-7-24.

[Letter No. 14420-3, L. & M., dated 14th July 1924].

From the Agent, Madras and Southern Mahratta Railway, No. 322 *W., dated* 19*th July* 1924.

The Madras and Southern Mahratta Railway administration has agreed to the stipulation that the Government of Madras be allowed the undisturbed use of the road bridge for a period of at least ten years. The administration is also prepared to undertake the maintenance of the piers, roadway, girders and approaches at the cost of the Government.

P

2. The Public Works Department may now be requested to take action with reference to paragraphs 1 and 2 of the Chief Engineer's note on page 81 ante. That department may also be requested to advise this department as to whether any funds will be required in the current year and, if so, how much.

K.R.—23-7-24. T. K. ARUNACHALA AYYAR—24-7-24.
P. L. MOORE—25-7-24.

PUBLIC WORKS DEPARTMENT.

With reference to paragraph 2 of the Local Self-Government Department note above, action has already been taken in this department—vide Memorandam No. 1032-Wks.-A/24-2, dated 16th June 1924. The Superintending Engineer is being asked to expedite his reply to this memorandum and also to report whether any funds will be required for expenditure in the current year. The Superintending Engineer's reply will, when received, be forwarded to the Local Self-Government Department.

Copy of estimate and plane should go to Superintedding Engineer.
M.R.K.—9-8-24.

Acting taken separatly.
J.R.—11-8-24.

2. Pending receipt of the Superintending Engineer's reply, the file may be returned to the Local Self-Government Department for having the question of the head under which funds will be allotted settled in consultation with the Finance Department and taking action regarding condition B in paragraph 5 of the Chief Engineer's letter ~~on page 41 current file~~. It is not clear if the bridge work is not to be treated as a contribution work, in which case centage charges will have to be added to the estimated cost.

K

J.R.—7-8-24. P. RANGANAYAKULU—7-8-24.

I do not see that this can be called a contribution work.

M. R. KHAREGAT—9-8-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The Superintending Engineer's reply referred to in paragraph 1 of the Public Works Department note above may be awaited.

2. With reference to paragraph 2 of the Public Works Department note, the Finance Department may be consulted as to the head under which funds will be allotted. It is agreed that the District Board will have nothing to do either with the construction or maintenance of the bridge. It is purely a Government concern. Funds will therefore have to be allotted for the work direct by Government and not as a grant-in-aid to the District Board.

3. The conditions of purchase of the bridge have been finally settled and no further action seems necessary with reference to **K** of Public Works Department note above.

K.R.—16-8-24. C.V.K.—17-8-24.

This is to be a bridge on a trunk road and cannot be treated as a contribution work. The cost has to be met entirely from Provincial funds. The work is also to be executed by the Public Works Department—Please see **A** on page 7 *supra* and the Chief Engineer's note on pages 46 and 47 of current file. The approach road to the bridge is also to be constructed by the Public Works Department at the cost of Government—vide **B** on page 22 and **C** on page 24 supra.

The Chief Engineer has already made a reference to the Superintending Engineer and has asked for the submission of a programme of works expenditure in consultation with the Railway authorities. Further action has to be taken entirely by the Public Works Department.

The file may be returned to Public Works Department through Finance.

T.K.A.—18-8-24.
P.L.M.—19-8-24.

FINANCE (ACCTS.) DEPARTMENT.

It has been decided that the whole cost of the proposed bridge over the Hagari river as well as its future maintenance should be wholly met from *Provincial funds*. (Vide C-4's note on page 27 ante.) In the circumstances stated by the Local Self-Government in their note ante and in view of the Public Works Secretary's remarks

the work may be treated as a Government one. As the execution of the work is to be undertaken by Public Works Department, and the intention is to meet the expenditure from loan funds, the expenditure will have to be debited to 60 *Civil Works—Not charged to Revenue.* The orders of the Government of India have however not yet been received in regard to the limit to be applied in the case of works to be financed from loan funds.

2. There is no provision for the work in the current year's budget and the Finance Committee did not recommend the inclusion of any provision as they considered that it was unlikely that any disbursement will be made in 1924–25. The Public Works Department have asked the Superintending Engineer to report whether any funds will be required for expenditure in the current year. Even if funds are required, it seems very unlikely that any savings will be available from loan funds* to meet this expenditure. It is therefore for consideration whether the Public Works Department may be asked to treat this as a Part II scheme for the next year and to prepare a note for the Finance Committee.

*Saving from loan fund funds will be required to meent charges on account of flood damages.

V.V.—26-8-24.

I think that it may be possible to reappropriate funds. The question may however be postponed until the Superintending Engineer has reported.

R. W. DAVIES—27-8-24.

PUBLIC WORKS DEPARTMENT.

The Superintending Engineer, Madras Circle, has not yet reported as to whether any funds will be required this year for the Hagari bridge work. The Superintending Engineer is being reminded in the matter. On receipt of the Superintending Engineer's reply further action in regard to the inclusion of this work in the next year's budget will be taken and a draft order sanctioning the estimate will be put up.

J.R.—9-9-24. P. RANGANAYAKULU—10-9-24.

M. R. KHAREGAT—30-9-24.

It has since been definitely stated by the Local Self-Government and Finance Departments—vide their notes ante—that the road bridge over the Hagari, and the approach road—for which an estimate is awaited from the Superintending Engineer, should be constructed by the Public Works Department at Government cost, the expenditure being debited to 60 Civil Works—Not charged to Revenue. Paragraph 4 (*a*) of the Chief Engineer's note may be omitted.

A

2. The Superintending Engineer has been asked to submit a programme of work and expenditure and to report whether any funds are required in the current year. His reply is awaited and will be forwarded to Finance on receipt for further action.

3. A draft order sanctioning the estimate is submitted. It may be forwarded to the Local Self-Government and Finance for acceptance.

J.R.—16-17-24. P.R.—18-9-24.

M.R.K.—30-9-24.

The Superintending Engineer has since reported that a grant of Rs. 10,000 may be made for the approach road this year.

2. A note for the Finance Committee is also put up as requested by the Finance Department—vide also Local Self-Government Department note—that further action to be taken entirely by the Public Works Department.

3. The case may now be forwarded to Local Self-Government and Finance as noted above.

J.R.—1-10-24. P.R.—1-10-24.

M.R.K.—1-10-24.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The draft order may be accepted and the case passed on to Finance. In the draft order and in the note to the Finance Committee it is stated that the estimate of Rs. 1,71,000 is for converting the railway bridge into a combined road and railway

bridge. The estimate is however one for constructing a road bridge *along* the railway bridge. The draft requires slight alteration. With this remark the case may be passed on to Finance.

C.V.K.—3-10-24. M. KINDAH SAHIB—3-10-24.

No. The wording is all right.

P. L. MOORE—3-10-24.

FINANCE DEPARTMENT.

There is no objection to the draft:

2. With regard to the note for the Finance Committee, there is no indication as to the source from which the expenditure will be met or whether it is permissible at this stage to bear the expenditure from 60 as indicated at **A** on page 11 supra.

3. In view of the discussions and disputes that have been continuing during the last six months as to the nature and class of the expenditure which may be debited to capital heads, the Public Works Department are asked to consult the Accountant-General as to whether the expenditure in this case can be debited to 60.

4. If so, the Public Works Department is requested to state whether any reappropriation may be made from the budget provision under 60.

5. It has also been suggested that tolls should be levied for use of the bridge. It is not stated whether the toll receipts are to be credited to Provincial funds or not.

R. W. DAVIES—8-10-24.

PUBLIC WORKS DEPARTMENT.

With reference to paragraph 3 of the Finance Secretary's note above, a note to the Accountant-General is submitted. It may be forwarded to Local Self-Government for approval and for very early return.

J.R.—13-10-24. P. RANGANAYAKULU—13-10-24.

Issue.

M. R. KHAREGAT—14-10-24.

A bridge across the Hagari river at the crossing of the Bombay trunk road in the Bellary district is required and the Government have decided that, as the construction of a separate bridge will be very costly, the railway bridge over the Hagari might be converted into a combined road and railway bridge. The Agent, Madras and Southern Mahratta Railway Company, has agreed to hand over the existing girders of the railway bridge slewed into the position required under certain conditions which have been approved by the Railway Board and the girders have to be converted for use as a road bridge by the Government at Government cost. Tolls will be levied for the use of the bridge.

The Accountant-General is requested to advise whether, in the above circumstances, the expenditure in connexion with the proposed bridge work can be debited to 60. Civil Works—Not charged to Revenue—Original Works.

J.R.—13-10-24. P.R.—13-10-24.
M.R.—14-10-24.

ACCOUNTANT-GENERAL'S OFFICE.

The expenditure in connexion with the proposed bridge work may be debited to 60. Civil Works—Not charged to Revenue—Original Works—provided the conditions in rule 2 (*a*) of the Local Government Borrowing Rules are satisfied and the total cost of the work (Provincial share) is not less than 5 lakhs.

J. F. MITCHELL—16-10-24.

Submitted.

2. The cost of the bridge is Rs. 1·71 lakhs, excluding the cost of the approach road (which is not expected to be large), it appears that the expenditure cannot be debited to 60. Civil Works.

The file may now be returned to the Finance Department for adding their note to the note for the Finance Committee.

J.R.—17-10-24.

3. *Funds.*—The Executive Engineer states that only the formation of an approach road from the existing trunk road can be taken up for execution in the current year and an expenditure of Rs. 10,000 incurred thereon. If it is decided to debit the expenditure on the work to '41. Civil Works', the current year's expenditure may be met from the anticipated savings in the provision for the construction of the new Rayapuram hospital and subsidiary buildings, and if it is to '60' from the grant for the construction of buildings for the special police force at Malappuram.

K

C.M.S.—17-10-24.

4. With reference to paragraph 5 of the Finance Secretary's note on page 37 ante, please see C-4's note at page 27 ante and paragraph 4 of the draft order put up. The toll-gate will be opened by Government and the toll revenues will therefore be credited to Provincial funds as a set-off against maintenance charges.

C.R.—17-10-24.

P. RANGANAYAKULU—18-10-24.
M. R. KHAREGAT—18-10-24.

FINANCE (ACCOUNTS) DEPARTMENT.

Please see the Finance Department notes on page 37 ante et seq.

2. *Head of debit and funds.*—As the cost of the work is less than five lakhs, the expenditure will have to be debited to '41—Civil Works' according to the Accountant-General—vide page 40 ante. The Public Works Department point out the source from which the expenditure can be met (Portion **K** on page 41 ante). (Final orders of the Secretary of State have, however, not yet been received on our proposal that expenditure on works costing above Rs. 50,000 should be debited to capital heads of account).

3. *Note for the Finance Committee.*—Submitted that the Public Works Department may be requested to mention in the note for the Finance Committee that a toll-gate will be opened by Government and the toll-revenues credited to Government as a set-off against maintenance charges.

4. The following may also be added as note by the Finance Department in the draft note for the Finance Committee below :—

"The proposal may be placed before the Finance Committee. As the cost of the scheme is less than five lakhs, the Accountant-General is of the opinion that it should not be met from loan funds but met from revenues under '41. Civil Works'. The extra expenditure of Rs. 10,000 anticipated during the current year on account of the approach road will be met by reappropriation."

V.V.—22-10-24.

R. W. DAVIES—22-10-24.

PUBLIC WORKS DEPARTMENT.

A sentence has been added to the Finance Committee note as suggested by th Finance Department above and the note by the Finance Department has been adde to the note for the Finance Committee. Submitted that the case may now b circulated to M-2 for approval of the note.

J.R.—24-10-24.

P.R.—24-10-24.
M.R.K.—24-10-24.

May go before Finance Committee. The Accountant-General's view is that the cost being less than five lakhs must be met from provincial revenues—a difficult matter at present while the cyclone damages are still awaiting provision

A. P. P[ATRO]—28-10-24.

The note for the Finance Committee will be typed and issued.

P. RANGANAYAKULU—29-10-24.

J.R.—29-10-24. M. R KHAREGAT—29-10-24.

FINANCE DEPARTMENT.

Extract of proceedings of the Finance Committee at their ninth meeting for 1924–25 *held on 2nd December* 1924.

The Committee expressed the opinion that no expenditure should be incurred on an approach road to the Hagari bridge, until a final decision on the main question has been arrived at and the conversion of the railway bridge is in progress.

R. W. DAVIES—4-12-24.

PUBLIC WORKS DEPARTMENT.

Submitted. A provision of Rs. 1,00,000 has been applied for for 1925–26 for this work under 'Works in progress' and the probable expenditure on the work in the current year has been noted as Rs. 10,000.

C.M.S.—5-12-24.

2. With reference to the Finance Committee's remarks above, it is submitted that the proposal for the conversion of the railway bridge into a combined road and railway bridge at a cost of Rs. 1,71,000 has already been accepted by Government—vide pages 26–27 ante. Copies of the plan and the approximate estimate have been sent to the Superintending Engineer, Madras Circle, and he has been asked to prepare detailed plans and estimates. In view of the fact that the Railway Company will take sometime to start their work and to slew the girders it was considered desirable to start work on the approach road in advance. The approach road, if constructed soon, will facilitate the conveyance of materials, etc., to the site of the proposed bridge. Plans and estimate for the approach road have been called for from the Superintending Engineer and on receipt, the estimate will be sanctioned as supplemental to the estimate for the bridge. Submitted that the Finance Department may perhaps be requested to place the above facts before the Finance Committee for reconsideration of their opinion above. A provision of Rs. 1 lakh has been proposed for the work under "Works in Progress" in the budget for 1925–26. It is not clear whether, in case no funds are allotted in the current year, the provision of Rs. 1 lakh asked for for 1925–26 under "Works in Progress" will be allotted under "New Works" by the Finance Department or whether a fresh note for the Finance Committee is necessary. It may be mentioned that the necessity for the bridge is fully explained in the note already placed before the Finance Committee. It was the whole scheme comprising the bridge and the approach road that was placed before the Committee but it appears from the Proceedings (extract) above that the Committee took it that only the question of the approach road was placed before them.

A.

3. Before the file is sent to the Finance Department with reference to paragraph 2 above, it may perhaps be circulated to M-2 and M-1 for perusal of the Finance Committee's remarks above.

T.P.S.—6-12-24. P.R.—8-12-24.

Yes. The Railway Company will begin their work now, if not already started.

M.R.K.—9-12-24.

Circulated.

M.R.K.—9-12-24.

A. P. P[ATRO]—15-12-24.

P. R[AMARAYANINGAR]—15-12-24.

A revised note for the Finance Committee is also put up. If approved, the file may be sent to the Finance Department u.o. with the request that their addition to the revised note for the Finance Committee may be made and the file returned early, so as to enable copies thereof being sent to Finance before the last date fixed (20th instant).

T.P.S.—17-12-24. P. RANGANAYAKULU—18-12-24.
M. R. KHAREGAT—18-12-24.

FINANCE (EXPENDITURE) DEPARTMENT.

Hagari Bridge.

The position is briefly this. The proposal for the construction of a road bridge across the Hagari was first placed before the Finance Committee on 1st September 1923. The Committee recommended the acceptance of the proposal and stated that the cost should be met by a loan which might, if necessary, be found during 1923-24. There was no necessity for any expenditure during 1923-24. At the meeting held on 31st January 1924 the Finance Committee considered the question of making provision for this work in the current year's budget. They did not recommend any provision in the current year, as it was unlikely that any disbursement would be required in the current year.

2. The proposal was again placed before the Finance Committee on 2nd December 1924 with a view to make provision in the budget for 1925-26 and to incur an expenditure of Rs. 10,000 in the current year on the construction of an approach road. The Committee expressed the opinion that no expenditure should be incurred on an approach road until a final decision on the main question has been arrived at and the conversion of the railway bridge is in progress.

The main proposal has already been accepted by this Government and the Railway administration—please see pages 36-37, 44-45, 49-50 and 52, current file, and pages 26-29 of notes.

3. On 24th September 1924 the Executive Engineer, Bellary Division, reported that the railway girders would not be handed over to the Public Works Department before June 1925. The Secretary, Public Works Department, has stated that the Railway Company will begin their work (regirdering) now, if not already started.

4. The assumption of the Public Works Department at **A** on page 14 ante that the proposal for the approach road alone was considered by the Finance Committee does not seem to be correct. The Finance Committee accepted the scheme as a whole. Their objection was only to the incurring of expenditure on the approach road till the work of constructing the railway bridge is in progress. As the approach road, if constructed soon, will facilitate the conveyance of materials to the site of the proposed bridge, the Public Works Department consider that work on the approach road should be commenced in the current year. Finance need not object to the approach road being commenced in the current year. The expenditure will be met by reappropriation. A provision of 1 lakh under "Works in Progress" may be included in the Budget Estimates for 1925-26. It does not seem necessary to refer the matter again to the Finance Committee.

V.G.—24-12-24.

A 5. Pending a further consideration of the question, no provision has been made either in the Rivised Estimate for 1924-25 or in the Budget Estimate for 1925-26. Provision will be included, if the proposals in paragraph 4 above are approved.

A.A.—27-12-24. T. A. SRINIVASARAGHAVA AYYANGAR—28-12-24.

The Finance Committee have accepted the Hagari Bridge proposals, which have been before them on three occasions and have never been dissented from. The occasions were the 1st September 1923, 31st January 1924 and the 2nd December 1924.

2. At the last meeting the Committee merely advised that the approach road need not be constructed in advance of the major operations. If Public Works Department consider that the time is ripe for the construction of the road, they may go ahead.

3. With reference to **A** on page 15, the minimum provision required may be stated. For the current year, a re-appropriation statement should be furnished.

R. W. DAVIES—29-12-24.

PUBLIC WORKS DEPARTMENT.

With reference to paragraph 3 of the Finance Secretary's note above, it is submitted that no re-appropriation is necessary for the current year, as the Superintending Engineer does not anticipate any expenditure either on the approach road or on the main work. The minimum provision required for 1925-26, as applied for by the Superintending Engineer is Rs. 1·50 lakhs and Finance may be requested to allot it in the Budget for 1925-26.

C.M.S.—10-1-25.

On receipt of the file from the Finance Department, a fresh draft order sanctioning the approximate estimate for the work will be put up.

T.P.S.—10-1-25. P. RANGANAYAKULU—10-1-25.

The Executive Engineer anticipates delay in the acquisition of land and in calling for tenders. So he is unable to spend anything this year.

M. R. KHAREGAT—15-1-25.

FINANCE (B.E. II) DEPARTMENT.

Bridge across the Hagari river, Bellary district.

[Previous] Finance note above.] This scheme comprises the following two works :—

	Estimated cost. Rs.
(i) Construction of a road bridge across the river	1,71,000
(ii) Construction of an approach road to the road bridge	69,000
	2,40,000

The Superintending Engineer, Madras Circle, anticipates no expenditure on the work in the current year but states that the minimum outlay on the work in the next year will be Rs. 1·50 lakhs. The Public Works Department request that this sum may be provided in the budget estimate for 1925-26. Apparently the demand of Rs. 1·50 lakhs is for expenditure on the two works. **A**

Finance may agree to include the demand of Rs. 1·50 lakhs *provisionally* in Part I of the budget estimates for 1925-26 under '41 Civil Works'. **B**

A.A.—22-1-25. T. A. SRINIVASARAGHAVA AYYANGAR—22-1-25.

R.W.D.—24-1-25.

PUBLIC WORKS DEPARTMENT.

The presumption of Finance at **A** above is correct (vide Superintending Engineer's reply.) As regards **B**, necessary action to include the demand in Part I will be taken separately.

C.M.S.—27-1-25.

2. The following are the terms agreed to by Government in connexion with the work of converting the railway bridge over the Hagari river into a combined road and railway bridge :—

(1) The old weak girders of the Railway bridge will be sold to this Government who will be allowed to erect them on the Railway piers.

(2) This Government should take all risks in case of the failure of the piers and should finish the roadway with the necessary approaches at the ends.

(3) In the case of the Railway Company requiring to double the Railway tracks, the Public Works Department must remove their roadway and girders and restore Railway land to its present condition without any obstruction and without any compensation from the Railway who will not take over the girders or any other part of the roadway. The Railway Company will, however, allow the undisturbed use of the road bridge for a period of at least ten years.

3. *Maintenance of the roadway, etc.*—In paragraphs 3 and 4 of the Agent's letter No. W. 322-I., dated 2nd January 1924, it was stated as follows :—

'3. The maintenance of *piers* and river conservancy which may be necessary 'to protect the bridge will be carried out by the Railway *at their own expense.*

'As regards the maintenance of the road, girders, the roadway and 'approaches, it is proposed that this should be carried out by the Railway *at Govern-* '*ment expense.*

'4. The anticipated expenditure on petty repairs would be intimated to 'Government annually at the time of preparation of the Railway budget, and 'adjustment of the cost of petty repairs within this total would be made monthly as 'the work is executed.

'For heavy repairs whenever these become necessary, estimates would be 'submitted to Government.'

In this Government's letter No. Ref. 14120-2 L. & M., dated 7th June 1924, the Agent was asked

'I am to enquire whether the conditions as to maintenance mentioned in 'paragraphs 3 and 4 of your letter No. W. 322-I., dated dated 2nd January 1924 '(quoted above) still hold good. As the Railway would be constantly watching 'their portion of the bridge this Government consider that it would be convenient if 'the Railway would undertake the maintenance of the roadway, girders and 'approaches at the cost of this Government.'

As regards the maintenance of the *piers* it will be seen that this Government's letter referred the Agent to paragraph 3 of his letter No. W. 322-I., dated 2nd January 1924 (quoted above) where it was stated that the maintenance of the *pier* and river conservancy which may be necessary to protect the bridge will be carried out by the Railway *at their own expense.* **B**

But the Agent replies in his letter No. W. 322-II., dated 19th July 1924, 'The Railway is also prepared to undertake the maintenance of the *piers*, the roadway, girders and approaches at the cost of the Madras Government.'

As already recognized in the Agent's letter quoted at **B** above, the maintenance of the *piers* is necessary for the protection of the bridge (railway bridge) also. It is therefore for consideration whether the entire cost or any part of the cost of the maintenance of the *piers* may be accepted as chargeable by the Railway Company to the Madras Government.

Local Self-Government and Finance departments seem however, to have no objection to the maintenance of the piers also at the cost of Government—vide Local Self-Government Department notes on page 20 ante and Finance Department notes at **M** on page 22 ante.

4. A revised draft order on the case is submitted. It may perhaps be circulated to M-2, M-1 and C-3. Prior to circulation the revised draft order (embodying the terms agreed to) may be sent to Local Self-Government and Finance for acceptance.

T.P.S.—18-2-25.

Funds.—Vide **B** on page 16 ante.

P. RANGANAYAKULU—19-2-25.
M. R. KHAREGAT—19-2-25.

LOCAL SELF-GOVERNMENT DEPARTMENT.

The revised draft order may be accepted in this Department and the file passed on to Finance.

C.V.K.—23-2-25.

M. ZINDAH—24-2-25.
P. L. MOORE—26-2-25.

FINANCE (EXPENDITURE) DEPARTMENT.

(Finance noted last on pages 15-16 ante).

The point now for consideration is whether the cost of maintenance of the *piers* should be borne by Government or by the Railway administration. In paragraph 3 of his letter dated 2nd January 1924 the Agent, Madras and Southern Mahratta Railway stated that the maintenance of the piers would be carried out *at the cost of the Railway.* Subsequently, however, in July 1924 he stated that the maintenance of the piers would be at *the cost of the Government.* This point was not specifically

considered before. The Public Works Department and Local Self-Government propose that the cost may be borne by Government. Finance may suggest that the attention of the Agent, Madras and Southern Mahratta Railway may be drawn to paragraph 3 of his letter dated 2nd January 1924 and he may be asked to agree to the cost being borne by the Railway administration. **A**

2. Subject to the above remarks the draft order may be accepted. A provision of 1·50 lakhs has been made in the budget for 1925-26.

V.G.—6-3-25. R. W. DAVIES—6-3-25.

PUBLIC WORKS DEPARTMENT.

From the Superintending Engineer, Madras Circle, No. 484-W., dated 6th March 1925.
From the Superintending Engineer, Madras Circle, No. 429-G., dated 6th March 1925.

Note by the Chief Engineer, Public Works Department No. 2574-A, *dated* 1925. 1032 W&A/24-15

Please see Finance Department notes above.

2. With his letters read above, the Superintending Engineer submits *detailed* plans and estimates for the following works:—

	RS.
(1) Conversion of the Railway bridge over the Hagari into a combined road and railway bridge	1,83,000
(2) Approach road to the bridge	33,000

The *approximate* estimate for item (1) above as prepared by the Chief Engineer amounted to Rs. 1,71,000.

The detailed estimates for the above items now submitted by the Superintending Engineer have been scrutinized by the Chief Engineer. The estimate for the bridge has been altered to Rs. 1,76,050 and that for the approach road to Rs. 34,200. The * estimates as thus altered, are recommended by him for the sanction of Government, subject to his remarks in the note read above.

	RS.
*Bridge	1,76,050
Road	34,200
Total ...	2,10,250

3. A revised draft order sanctioning the detailed estimates and embodying the suggestion of the Finance Department at **A** above is submitted. It may be sent to Local Self-Government and Finance departments u.o. for acceptance prior to circulation.

K.V.—23-4-25. P. RANGANAYAKULU—25-4-25.
M. R. KHAREGAT—25-4-25.

LOCAL SELF-GOVERNMENT (L. & M.) DEPARTMENT.

The revised draft order may be accepted in Local Self-Government and the file passed on to Finance u.o.

P.K.N.—29-4-25. C. B. COTTERELL—29-4-25.

FINANCE (EXPENDITURE) DEPARTMENT.

(Previous Finance note above).

The revised draft order may be accepted. There is a provision of 1·50 lakhs for this work in the current year's budget.

V.G.—1-5-25. J. B. BROWN—2-5-25.

PUBLIC WORKS DEPARTMENT.

The draft order may now be circulated to M-2, M-1 and C-4.

Funds.—Vide Finance Department note above.

T.P.S.—2-5-25. P.R.—2-5-25.
M.R.K.—4-5-25.
A. P. P[ATEO]—5-5-25.
P. R[AMARAYANINGAR]—6-5-25.
T. E. M[OIR]—7-5-25.

Issue.

T.P.S.—8-5-25. P.R.—8-5-25.
M.R.K.—9-5-25.

[G.O. No. 626 W., dated 11th May 1925]

TO PRESS, MADRAS, OOTY.

A

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25/5/25

S Krishnamurthy
Supt.
25/5/25

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